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SERIAL No. 554

# CATALOGUE

OF

# U. S. COAST AND GEODETIC SURVEY NAUTICAL CHARTS, COAST PILOTS, TIDE TABLES CURRENT TABLES, TIDAL CURRENT CHARTS, AIRWAY MAPS

## ATLANTIC AND GULF COASTS, PUERTO RICO, VIRGIN ISLANDS, AND THE CANAL ZONE; PACIFIC COAST ALASKA, THE HAWAIIAN ISLANDS AND GUAM AND THE PHILIPPINE ISLANDS

DISTRIBUTED BY THE U. S. COAST AND GEODETIC SURVEY
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# CATALOGUE OF NAUTICAL CHARTS, COAST PILOTS, TIDE TABLES, CURRENT TABLES, TIDAL CURRENT CHARTS, AND AIRWAY MAPS

## GENERAL INFORMATION

This catalogue lists information regarding items sold by the Coast and Geodetic Survey of the Department of Commerce and its authorized sales agents. An index appears on page 60.

**Purchases** may be made from any of the sales agents listed in this catalogue. However, if ordering by mail of the United States Coast and Geodetic Survey, Washington, D. C., or Manila, P. I., remit by money order, express order, or check, payable to the United States Coast and Geodetic Survey and *not by name to any individual.* Money is unsafe except by registered mail. Postage stamps can not be accepted. Order by catalogue number only.

Nautical charts are grouped in the following order: Atlantic and Gulf coasts, Puerto Rico, Virgin Islands, the Canal Zone, the Pacific coast, Alaska, the Hawaiian and Guam, and the Philippine Islands. A numerical arrangement appears in the back, for ready reference to page and price.

There are also listed United States coast pilots and intracoastal waterways (inside route) pilots, tide tables, current tables, tidal current charts, airway maps, miscellaneous maps and plans, and Philippine topographic maps and books on triangulation.

Catalogues are issued semiannually. The annual list of publications of the Department of Commerce, free on application, lists the many other publications of the Coast and Geodetic Survey, covering its activities in hydrography, tides, currents, geodesy, terrestrial magnetism, and seismology.

**Notice to Mariners (United States)**, a weekly leaflet issued jointly with the Bureau of Lighthouses of the Department of Commerce, is free to those who desire copies regularly. It may be consulted at sales agencies listed herein and at all United States customhouses, lighthouse offices, hydrographic offices, and consulates abroad. **A separate Notice to Mariners (Philippine Islands)** is published by the United States Coast and Geodetic Survey field station at Manila. Notice to Mariners is issued as a safety aid, to keep mariners advised of constant changes so they may keep their nautical charts and coast pilots up to date. New charts, new editions of charts, and new publications, are also announced therein.

## NAUTICAL CHARTS

Published primarily for navigational use, nautical charts portray the water areas rather than the land. As they are not designed as topographic maps, but a strip of topography extending a short distance inland is usually shown and back of this only important landmarks visible at sea are included.

Field surveys are made on much larger scales than those on which the charts are published. The larger scales permit the showing of greater detail and provide a more comprehensive record of conditions existing at the specific time the survey was made. The chart is also frequently a compilation of data secured at different times. One portion, comprising an unchanged area, may be based upon a survey of years ago, while another part, subject to natural or artificial changes, shows the results of very recent surveys. **When information is desired on a larger scale** than that of the chart, **or where the actual date applicable to the information shown becomes of importance,** the public is frequently better served by having recourse to original survey records, copies of which are available at the nominal cost of reproduction.

Nautical charts are constructed on different scales, to adapt them to varied navigational purposes. Small-scale charts include large areas, suited to off-shore navigation; large-scale charts cover small areas, suited to alongshore navigation. They are grouped in the following order, the limit of each chart being graphically shown on diagrams facing the page on which it is listed.

*Sailing charts.*—Scales from 1:600,000 to 1:4,500,000. Intended to fix the navigator's position as he approaches the coast from the open ocean or when sailing between distant coast ports. They show offshore soundings, the principal lights and outer buoys and natural landmarks visible at considerable distance.

*General charts of the coast.*—Scales from 1:180,000 to 1:400,000. Designed for coastwise navigation, when a vessel's course would mostly be within sight of land, with her position fixed by landmarks, lights, outer buoys, and characteristic soundings.

*Coast charts.*—Scales from 1:80,000 to 1:100,000. Prepared for close coastwise navigation, when a vessel's course would carry her inside outlying reefs and shoals; also for entering bays and harbors of considerable width and for navigating large inland waterways.

*Harbor charts.*—Scales from 1:5,000 to 1:40,000. Planned for navigation of harbors and small waterways.

*Intracoastal waterways (inside route) charts.*—Scales from 1:80,000 to 1:400,000. Embrace the inside route from Norfolk to Key West.

### SCALE EQUIVALENTS

The following table gives the lengths of nautical and statute miles on the several scales named, these scales being the proportionate size of the chart to nature. For example, in scale 1:1,200, the chart is 1:1,200 part of the actual linear dimensions in nature (or 100 feet to the inch), equal to 60.8 inches to a nautical mile, and 52.8 inches to a statute mile.

| Scale | Nautical mile | | Statute mile | |
|---|---|---|---|---|
| | Inches | Centimeters | Inches | Centimeters |
| 1:1,200 | 60.803 | 154.44 | 52.800 | 134.11 |
| 1:2,400 | 30.401 | 77.22 | 26.400 | 67.06 |
| 1:4,800 | 15.201 | 38.61 | 13.200 | 33.53 |
| 1:5,000 | 14.593 | 37.06 | 12.672 | 32.19 |
| 1:10,000 | 7.296 | 18.53 | 6.336 | 16.09 |
| 1:15,000 | 4.864 | 12.36 | 4.224 | 10.73 |
| 1:20,000 | 3.648 | 9.27 | 3.168 | 8.05 |
| 1:30,000 | 2.432 | 6.18 | 2.112 | 5.36 |
| 1:40,000 | 1.824 | 4.63 | 1.584 | 4.02 |
| 1:50,000 | 1.459 | 3.71 | 1.267 | 3.22 |
| 1:60,000 | 1.216 | 3.09 | 1.056 | 2.68 |
| 1:80,000 | .912 | 2.32 | .792 | 2.01 |
| 1:100,000 | .730 | 1.85 | .634 | 1.61 |
| 1:200,000 | .365 | .93 | .317 | .80 |
| 1:400,000 | .182 | .46 | .158 | .40 |
| 1:1,000,000 | .073 | .18 | .063 | .16 |
| 1:1,200,000 | .061 | .15 | .053 | .13 |



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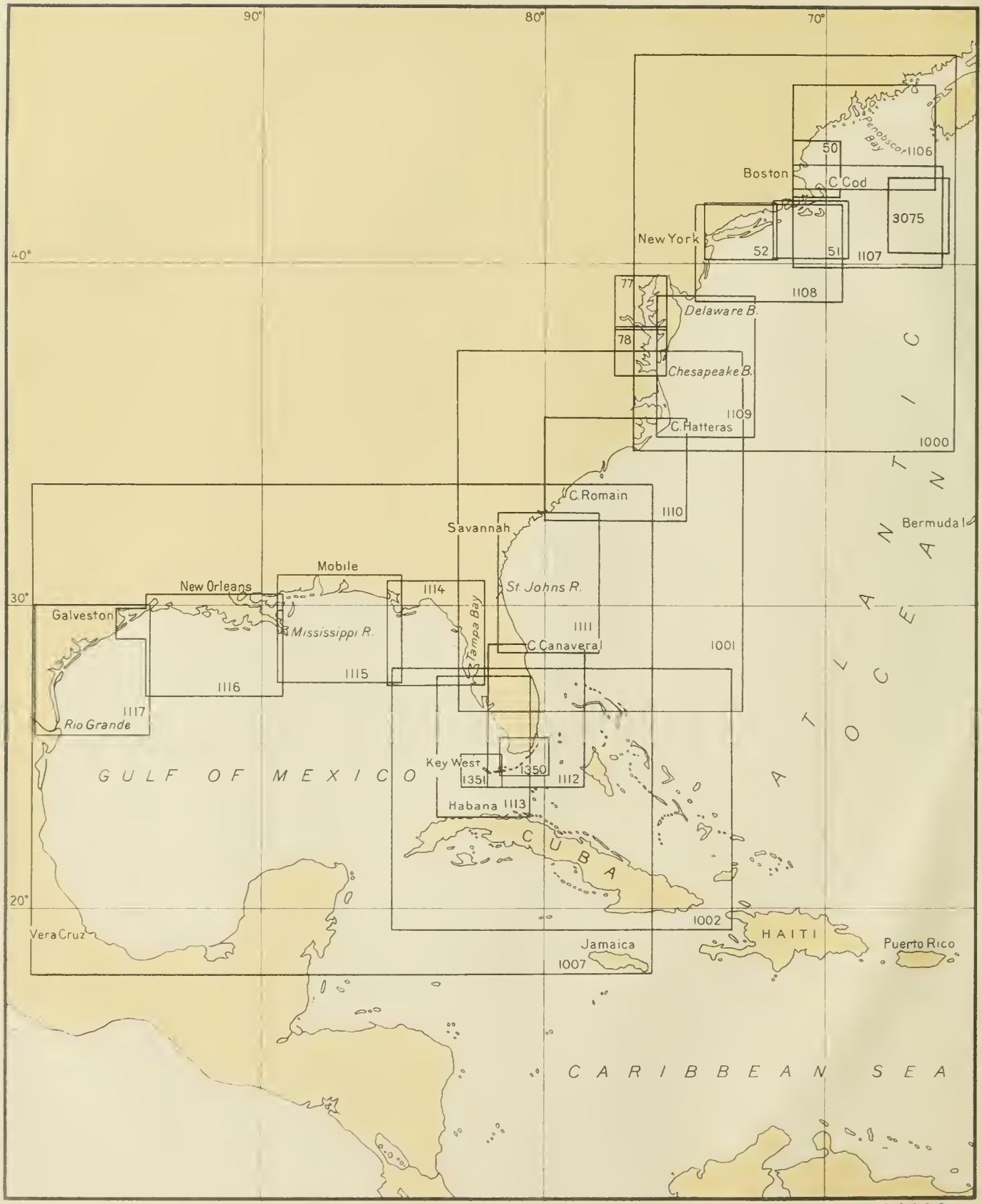


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SAILING AND GENERAL CHARTS OF THE ATLANTIC AND GULF COASTS

## NAUTICAL CHARTS—Continued

A nautical mile is a minute of an average great circle of the earth, and its length is 6,080 feet, or 1,853.2 meters. A statute mile is 5,280 feet, or 1,608.3 meters. One meter equals 39.37 inches; 1 centimeter equals 0.3937 inches; 1 inch equals 2.54 centimeters.

### DATES ON CHARTS

Nautical charts show all necessary corrections as to lights, beacons, buoys, recently discovered wrecks, etc., as of the date of issuance from the Washington, D. C., or Manila, P. I., offices, printed in the lower right margin in the following manner:

LIGHTS, BEACONS, BUOYS, AND DANGERS CORRECTED FOR INFORMATION RECEIVED TO DATE OF ISSUE (DATE)

Other dates, although of less importance, are necessary for the identification of the chart and should be understood. The **authority note** gives the dates (years) of the surveys (made by the United States Coast and Geodetic Survey unless otherwise stated) and reads:

AUTHORITIES

SURVEYS (DATE)

SURVEYS BY U. S. ENGINEERS (DATE)

When a **new nautical chart** is issued, the date (month and year) is printed in the **publication note:**

PUBLISHED AT WASHINGTON, D. C. (OR) MANILA, P. I. (DATE)

BY THE U. S. COAST AND GEODETIC SURVEY

R. S. PATTON, *Director*

This note is located in a central position below the border and remains unchanged until extensive corrections accumulate. The date is then changed and the chart reissued as a **new edition.** Mariners are accordingly warned against using obsolete charts.

When a correction, not of sufficient importance to require a new edition, is made to a chart plate, the year, month, and day are noted below the border in the left-hand corner of the chart in the following manner: 19–6/30, 7/22, 20–2/3, 5/27.

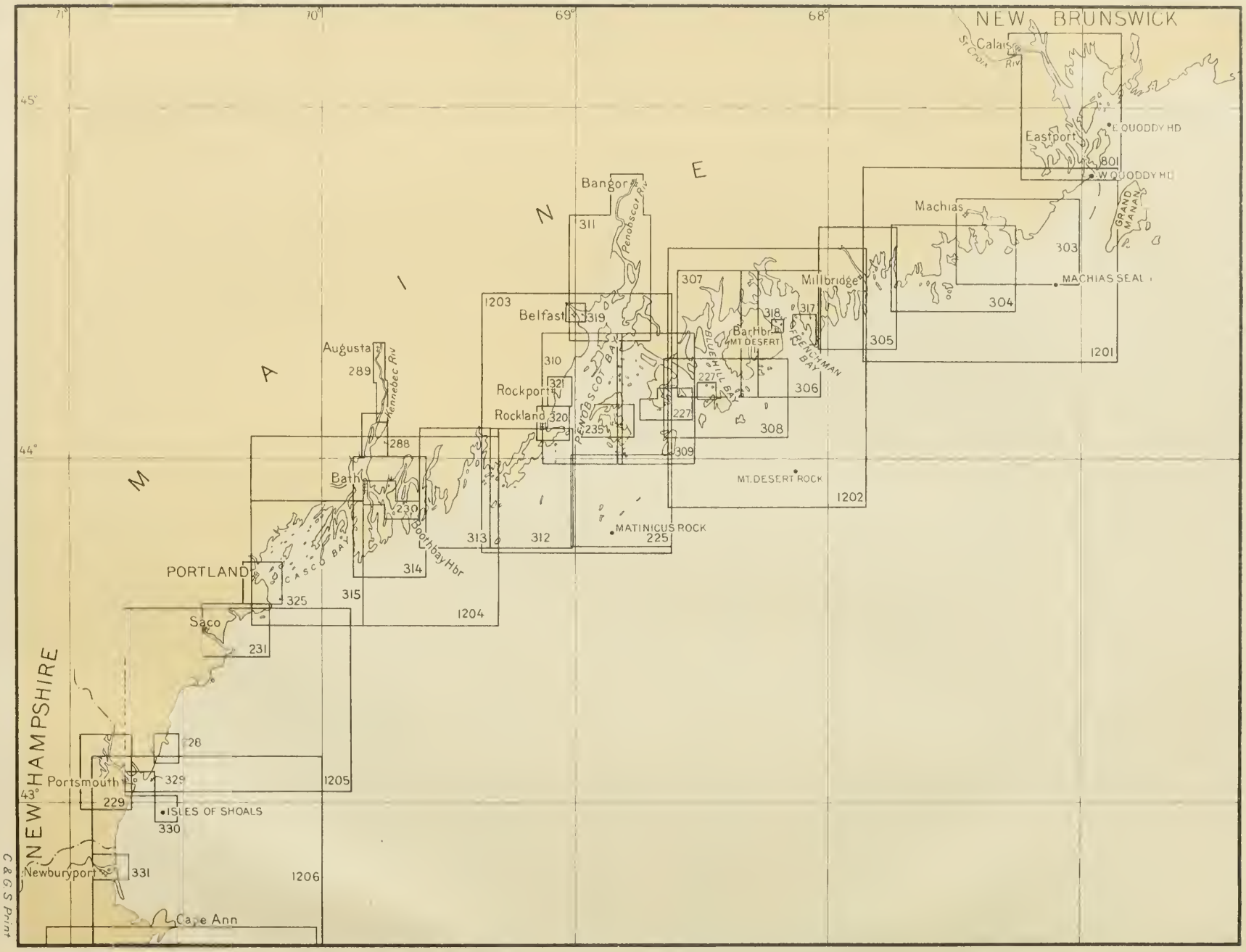
All important corrections occurring subsequent to the date of issue are announced in the weekly **Notice to Mariners** and should be immediately applied by hand by the chart owner.

The other notes on the chart should be read, as they may relate to navigation aids or to dangers which can not be clearly charted. Other details which can not be shown on nautical charts, appear in **United States Coast Pilots** or **Intracoastal Waterways Pilots** for the area covered.

## SAILING AND GENERAL CHARTS OF THE ATLANTIC AND GULF COASTS

| No. | Price | Title | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|
| | | **SAILING CHARTS** | | | |
| 1000 | $0.75 | Cape Sable to Cape Hatteras | *1:1,200,000 | 33×41 | 1932 |
| 1001 | .75 | Chesapeake Bay to Straits of Florida | *1:1,198,000 | 33×41 | 1932 |
| 1002 | .75 | Straits of Florida and approaches | *1:1,197,000 | 33×41 | 1931 |
| 1007 | .75 | Gulf of Mexico | *1:2,195,000 | 33×41 | 1931 |
| | | **GENERAL CHARTS** | | | |
| 50 | .75 | Cape Elizabeth to Cape Cod | 1:210,220 | 28×44 | 1932 |
| 51 | .75 | Nantucket Shoals to Montauk Point | *1:200,000 | 34×44 | 1926 |
| 52 | .75 | Montauk Point to New York and Long Island Sound | *1:200,000 | 32×42 | 1931 |
| 77 | .75 | Chesapeake Bay, northern part | *1:200,000 | 32×35 | 1931 |
| 78 | .75 | Chesapeake Bay, southern part | *1:200,000 | 31×32 | 1930 |
| 1106 | .75 | Bay of Fundy to Cape Cod | *1:384,000 | 34×44 | 1932 |
| 1107 | .75 | Georges Bank and Nantucket Shoals | *1:391,000 | 32×46 | 1931 |
| 1108 | .75 | Approaches to New York | *1:400,000 | 32×47 | 1931 |
| 1109 | .75 | Cape May to Cape Hatteras | *1:415,000 | 31×44 | 1930 |
| 1110 | .75 | Cape Hatteras to Charleston Light | *1:433,000 | 31×44 | 1929 |
| 1111 | .75 | Charleston Light to Cape Canaveral | *1:450,000 | 31×43 | 1932 |
| 1112 | .75 | Cape Canaveral to Key West | *1:470,000 | 29×45 | 1932 |
| 1113 | .75 | Habana to Tampa Bay | *1:471,000 | 29×43 | 1928 |
| 1114 | .75 | Tampa Bay to Cape San Blas | *1:456,000 | 29×32 | 1915 |
| 1115 | .75 | Cape St. George to Mississippi Passes | *1:456,000 | 32×39 | 1925 |
| 1116 | .75 | Mississippi River to Galveston | *1:459,000 | 34×43 | 1925 |
| 1117 | .75 | Galveston to the Rio Grande | *1:461,000 | 35×41 | 1919 |
| 1350 | .75 | Florida Keys, Fowey Rocks to American Shoal | 1:180,000 | 33×37 | 1922 |
| 1351 | .75 | Florida Keys, American Shoal to Dry Tortugas | 1:180,000 | 25×38 | 1922 |
| | | **SPECIAL CHART FOR FISHING INDUSTRY** | | | |
| 3075 | .75 | Georges Bank, eastern part | *1:225,000 | 33×40 | 1932 |

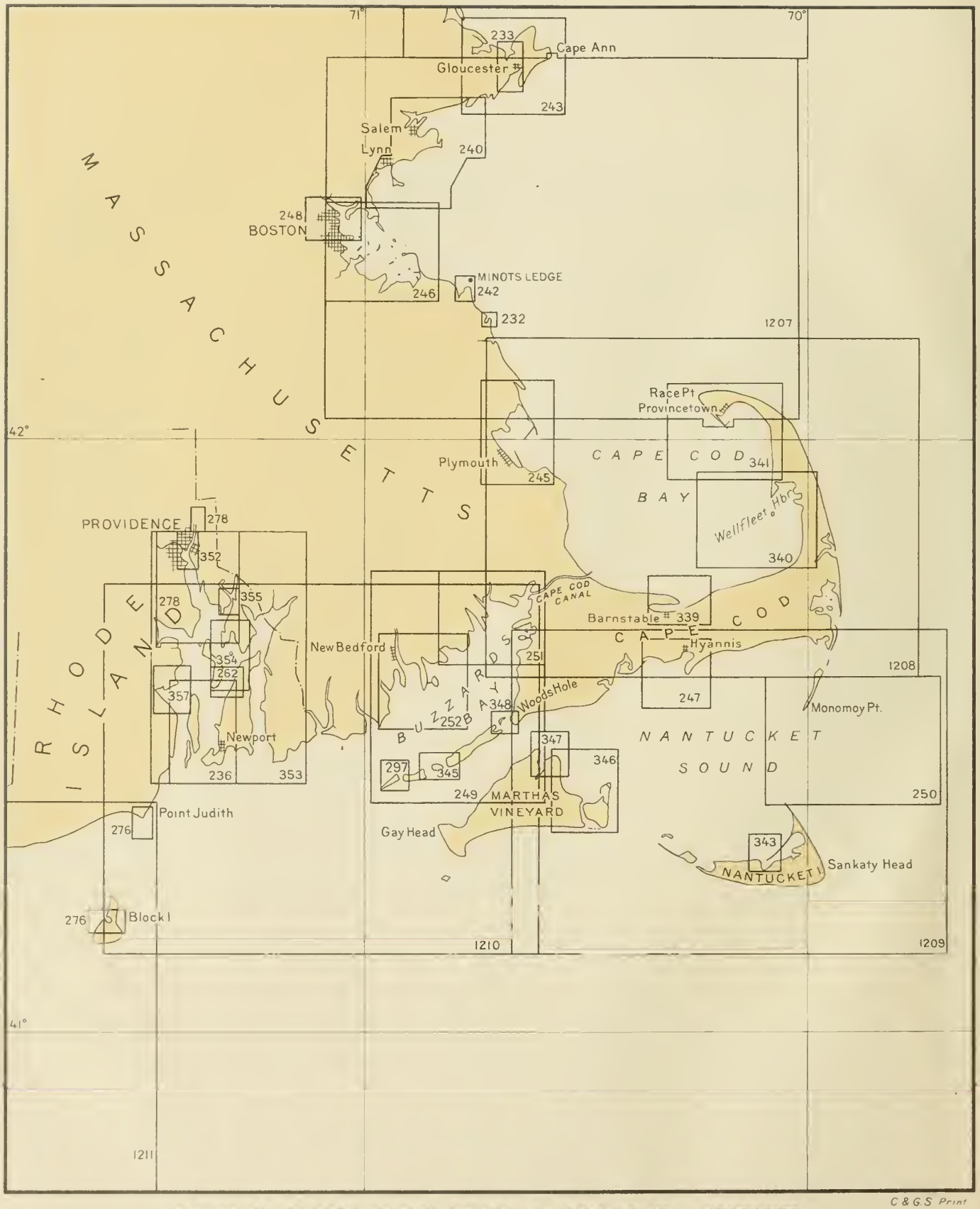
* Scale approximate.




COAST AND HARBOR CHARTS OF THE ATLANTIC COAST

## COAST AND HARBOR CHARTS OF THE ATLANTIC COAST

| No. | Price | Title | State | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|---|
| | | NEW ENGLAND AREA | | | | |
| 225 | $0.50 | Approach to Penobscot Bay | Maine | 1:40,000 | 30×33 | 1915 |
| | | Matinicus Harbor | do | 1:5,000 | | |
| 227 | .25 | Deer Island Thorofare and Casco Passage | do | 1:20,000 | 19×33 | 1927 |
| 228 | .25 | Cape Neddick Harbor to York River | do | 1:20,000 | 17×18 | 1912 |
| 229 | .50 | Portsmouth to Dover and Exeter | Me. and N. H. | 1:30,000 | 23×33 | 1914 |
| 230 | .50 | Boothbay Harbor to Bath | Maine | 1:15,000 | 26×33 | 1922 |
| 231 | .75 | Saco Bay and vicinity | do | 1:20,000 | 29×40 | 1929 |
| 235 | .25 | Fox Islands Thoroughfare | do | 1:20,000 | 20×32 | 1914 |
| 288 | .50 | Kennebec River, Abagadasset Point to Courthouse Point | do | 1:15,000 | 21×34 | 1916 |
| 289 | .50 | Kennebec River, Courthouse Point to Augusta | do | 1:15,000 | 22×34 | 1917 |
| 303 | .75 | Moose Cove to Englishman Bay, including Machias Bay | do | 1:40,000 | 28×39 | 1919 |
| 304 | .75 | Cross Island to Nash Island | do | 1:40,000 | 27×40 | 1926 |
| 305 | .75 | Nash Island to Schoodic Island | do | 1:40,000 | 25×39 | 1931 |
| 306 | .75 | Frenchmans Bay and eastern part of Mount Desert Island | do | 1:40,000 | 26×40 | 1926 |
| 307 | .75 | Blue Hill Bay and western part of Mount Desert Island | do | 1:40,000 | 25×40 | 1926 |
| 308 | .75 | Blue Hill Bay and Eggemoggin Reach | do | 1:40,000 | 26×39 | 1931 |
| 309 | .75 | East Penobscot Bay | do | 1:40,000 | 25×40 | 1931 |
| 310 | .75 | West Penobscot Bay | do | 1:40,000 | 26×40 | 1927 |
| 311 | .75 | Penobscot River | do | 1:40,000 | 26×41 | 1932 |
| 312 | .75 | St. George River and Muscle Ridge Channel | do | 1:40,000 | 26×38 | 1929 |
| 313 | .75 | Damariscotta and Medomak Rivers | do | 1:40,000 | 26×39 | 1917 |
| 314 | .75 | Kennebec and Sheepscot Rivers | do | 1:40,000 | 24×39 | 1920 |
| 315 | .75 | Casco Bay | do | 1:40,000 | 35×41 | 1924 |
| 317 | .25 | Winter Harbor, Schoodic Peninsula | do | 1:20,000 | 15×19 | 1919 |
| 318 | .25 | Bar Harbor, Mount Desert Island | do | 1:10,000 | 13×16 | 1926 |
| 319 | .25 | Belfast Harbor | do | 1:20,000 | 12×14 | 1917 |
| 320 | .25 | Rockland Harbor | do | 1:20,000 | 21×22 | 1917 |
| 321 | .25 | Camden and Rockport Harbors | do | 1:20,000 | 14×18 | 1922 |
| 325 | .50 | Portland Harbor | do | 1:20,000 | 26×29 | 1932 |
| 329 | .50 | Portsmouth Harbor | Me. and N. H. | 1:10,000 | 30×33 | 1923 |
| 330 | .25 | Isles of Shoals | do | 1:20,000 | 15×18 | 1930 |
| 331 | .25 | Newburyport Harbor | Massachusetts | 1:20,000 | 17×25 | 1930 |
| 801 | .75 | Calais to West Quoddy Head | Maine | 1:40,000 | 31×46 | 1919 |
| 1201 | .75 | Quoddy Roads to Petit Manan Island | do | 1:80,000 | 31×41 | 1921 |
| 1202 | .75 | Frenchman and Blue Hill Bays, and approaches | do | 1:80,000 | 32×41 | 1932 |
| 1203 | .75 | Penobscot Bay and approaches | do | 1:80,000 | 32×42 | 1920 |
| 1204 | .75 | Monhegan Island to Cape Elizabeth | do | 1:80,000 | 31×40 | 1931 |
| 1205 | .75 | Cape Elizabeth to Portsmouth | Me. and N. H. | 1:80,000 | 30×37 | 1930 |
| 1206 | .75 | Portsmouth to Cape Ann | N. H. and Mass. | 1:80,000 | 32×38 | 1929 |

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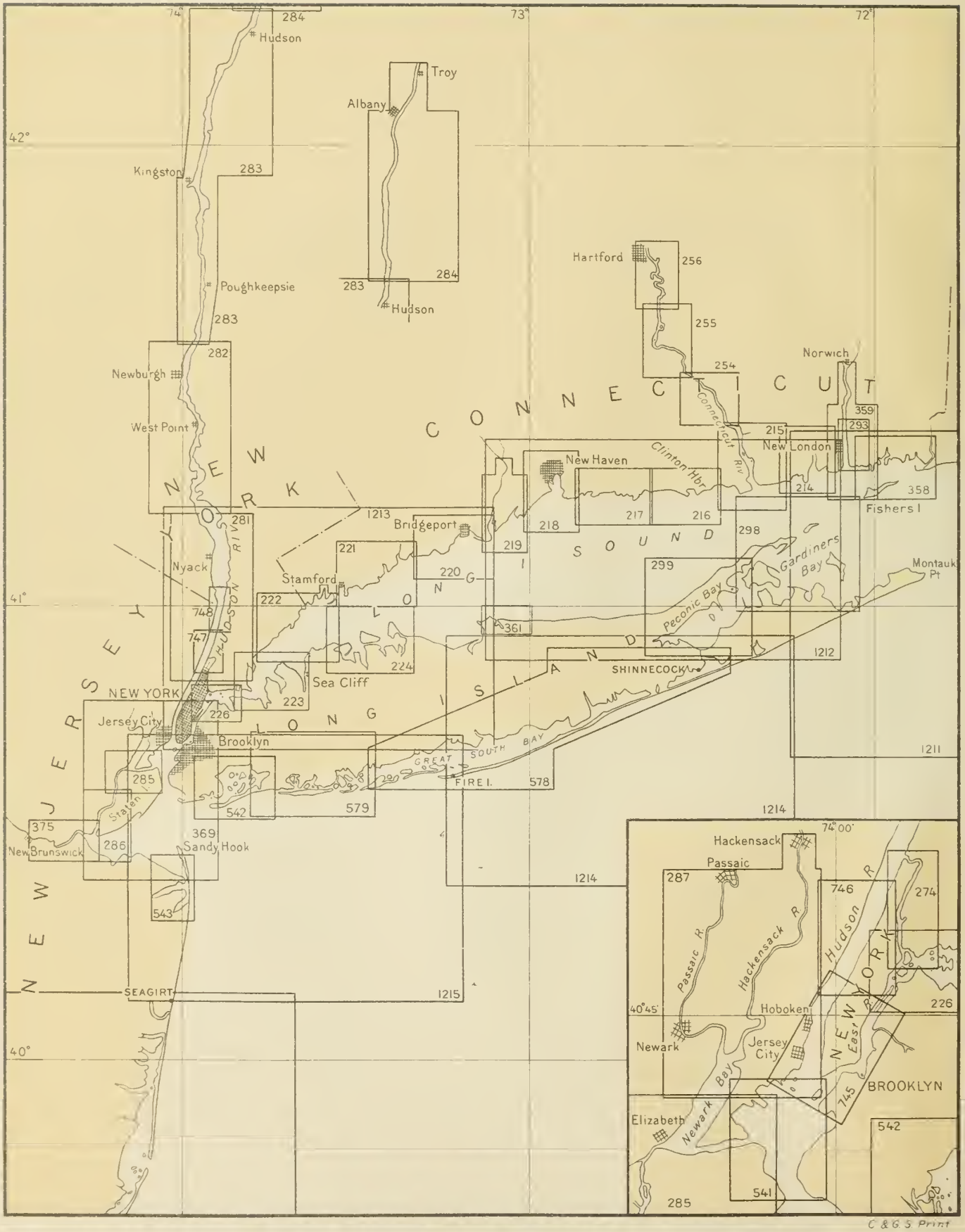
COAST AND HARBOR CHARTS OF THE ATLANTIC COAST – CONTINUED

## COAST AND HARBOR CHARTS OF THE ATLANTIC COAST—Continued

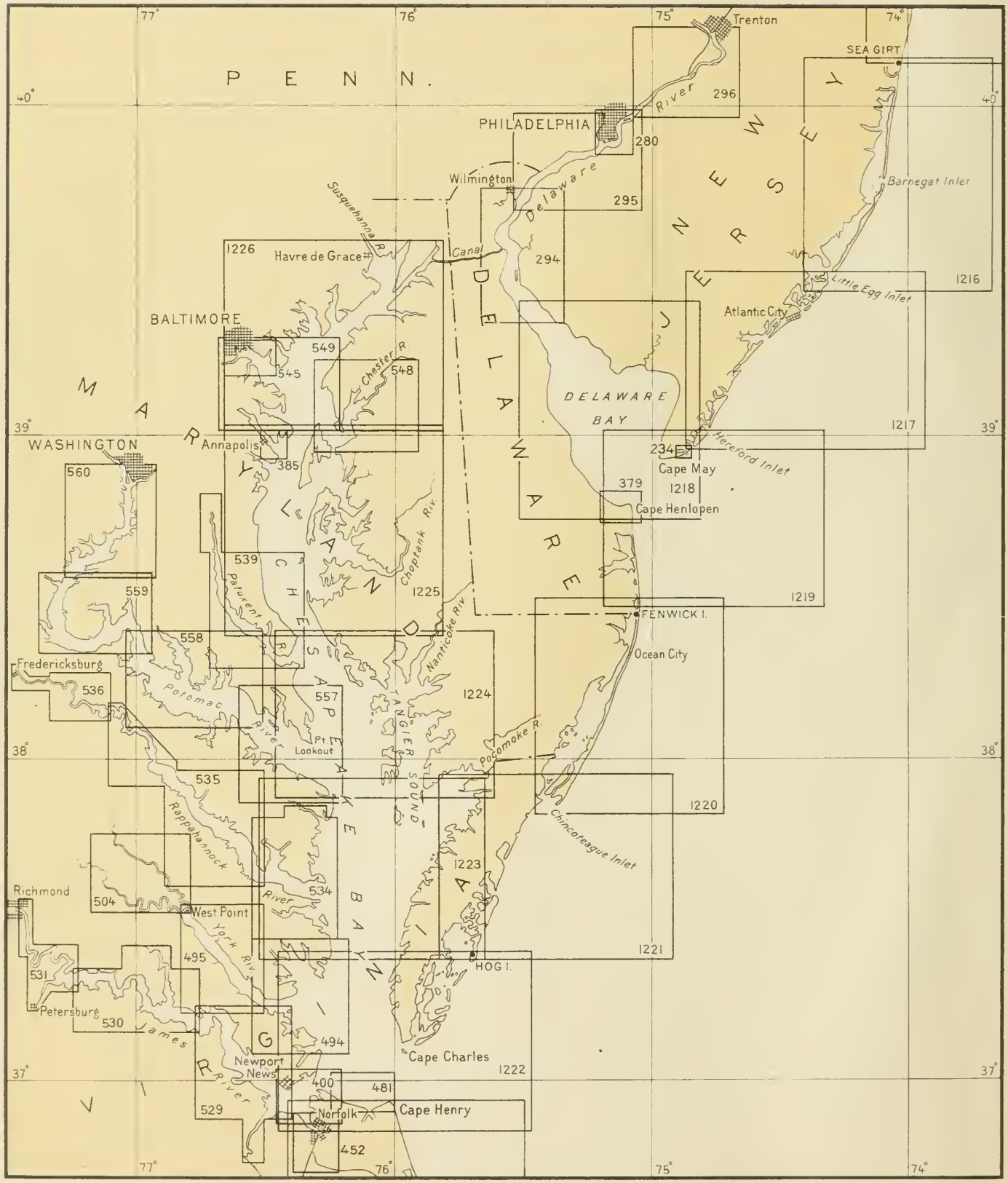
| No. | Price | Title | State | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|---|
| | | NEW ENGLAND AREA—continued | | | | |
| 232 | $0.25 | Scituate Harbor | Massachusetts | 1:5,000 | 15×19 | 1931 |
| 233 | .50 | Gloucester Harbor and Annisquam River | do | 1:10,000 | 21×41 | 1931 |
| 236 | .50 | Newport Harbor and entrance to Narragansett Bay | Rhode Island | 1:20,000 | 25×37 | 1931 |
| 240 | .75 | Salem and Lynn Harbors | Massachusetts | 1:20,000 | 35×42 | 1931 |
| 242 | .50 | Cohasset Harbor | do | 1:5,000 | 26×31 | 1931 |
| 243 | .75 | Ipswich Bay to Gloucester Harbor | do | 1:20,000 | 34×39 | 1930 |
| | | Rockport Inner Habor | | 1:5,000 | | |
| 245 | .75 | Harbors of Plymouth, Kingston, and Duxbury | Massachusetts | 1:20,000 | 28×38 | 1932 |
| 246 | .75 | Boston Harbor | do | 1:20,000 | 34×44 | 1932 |
| 247 | .50 | Hyannis Harbor | do | 1:20,000 | 26×27 | 1896 |
| 248 | .75 | Boston Inner Harbor | do | 1:10,000 | 33×41 | 1932 |
| 249 | .75 | Buzzards Bay | do | 1:40,000 | 34×43 | 1930 |
| 250 | .50 | Eastern entrance to Nantucket Sound | do | 1:40,000 | 25×34 | 1932 |
| 251 | .75 | Head of Buzzards Bay | do | 1:20,000 | 34×41 | 1923 |
| 252 | .75 | New Bedford Harbor and approaches | do | 1:20,000 | 34×35 | 1931 |
| 262 | .25 | Narragansett Bay Eastern Passage, Carrs Point to Sandy Point | Rhode Island | 1:10,000 | 22×23 | 1933 |
| 276 | .50 | Harbors of Refuge at Point Judith and Block Island | do | 1:10,000 | 20×44 | 1931 |
| 278 | .75 | Providence River and Head of Narragansett Bay | do | 1:20,000 | 31×38 | 1932 |
| | | Seekonk River, Continuation to Pawtucket | | 1:20,000 | | |
| 297 | .25 | Cuttyhunk Harbor | Massachusetts | 1:10,000 | 19×22 | 1932 |
| 339 | .25 | Barnstable Harbor | do | 1:20,000 | 16×23 | 1914 |
| 340 | .25 | Wellfleet Harbor | do | 1:50,000 | 14×18 | 1921 |
| 341 | .25 | Provincetown Harbor | do | 1:50,000 | 15×18 | 1922 |
| 343 | .50 | Nantucket Harbor | do | 1:10,000 | 25×30 | 1930 |
| 345 | .25 | Robinsons Hole and Quicks Hole | do | 1:10,000 | 19×25 | 1922 |
| 346 | .50 | Edgartown Harbor, Marthas Vineyard | do | 1:20,000 | 25×32 | 1930 |
| 347 | .50 | Vineyard Haven | do | 1:10,000 | 27×36 | 1930 |
| 348 | .25 | Woods Hole | do | 1:10,000 | 14×21 | 1911 |
| 352 | .25 | Providence Harbor | Rhode Island | 1:10,000 | 16×20 | 1932 |
| 353 | .75 | Narragansett Bay | do | 1:40,000 | 31×46 | 1932 |
| 354 | .25 | Bristol Harbor and approaches | do | 1:20,000 | 14×27 | 1916 |
| 355 | .25 | Warren River | do | 1:10,000 | 15×20 | 1932 |
| 357 | .25 | Wickford Harbor, Narragansett Bay | do | 1:20,000 | 15×18 | 1916 |
| 1207 | .75 | Massachusetts Bay | Massachusetts | 1:80,000 | 34×44 | 1932 |
| 1208 | .75 | Cape Cod Bay | do | 1:80,000 | 32×41 | 1921 |
| 1209 | .75 | Nantucket Sound and Approaches | do | 1:80,000 | 31×42 | 1932 |
| 1210 | .75 | Marthas Vineyard to Block Island, including Buzzards and Narragansett Bays | Mass. and R. I. | 1:80,000 | 34×42 | 1930 |
| 1211 | .75 | Block Island Sound and approaches | R. I., Conn., and N. Y. | 1:80,000 | 34×40 | 1930 |




COAST AND HARBOR CHARTS OF THE ATLANTIC COAST – CONTINUED

## COAST AND HARBOR CHARTS OF THE ATLANTIC COAST—Continued

| No. | Price | Title | State | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|---|
| | | LONG ISLAND AREA | | | | |
| 214 | $0.50 | Goshen Point to Hatchett Point, including Niantic Bay | Connecticut | 1:20,000 | 28×31 | 1925 |
| 215 | .75 | Connecticut River, entrance to Deep River | do | 1:20,000 | 33×40 | 1932 |
| 216 | .50 | Duck Island to Madison Reef | do | 1:20,000 | 27×35 | 1924 |
| 217 | .50 | Guilford Harbor to East Haven River | do | 1:20,000 | 27×37 | 1918 |
| 218 | .75 | New Haven Harbor | do | 1:20,000 | 28×37 | 1932 |
| 219 | .50 | Milford to Stratford including Housatonic River | do | 1:20,000 | 22×36 | 1929 |
| 220 | .75 | Stratford to Sherwood Point | do | 1:20,000 | 32×40 | 1919 |
| 221 | .75 | Sherwood Point to Stamford Harbor | do | 1:20,000 | 32×39 | 1925 |
| 222 | .75 | Greenwich Point to New Rochelle | Conn. and N. Y | 1:20,000 | 33×43 | 1932 |
| 223 | .75 | Long Island Sound and East River (Hempstead Harbor to Tallman Is.) | L. I., N. Y | 1:20,000 | 28×36 | 1928 |
| 224 | .75 | Oyster and Huntington Bays | do | 1:20,000 | 33×43 | 1932 |
| 226 | .75 | East River, Tallman Island to Queensboro Bridge | do | 1:10,000 | 30×44 | 1932 |
| | | Little Hell Gate | | 1:5,000 | | |
| 254 | .50 | Connecticut River, Deep River to Higganum | Connecticut | 1:20,000 | 26×29 | 1921 |
| 255 | .50 | Connecticut River, Higganum to Rocky Hill | do | 1:20,000 | 24×37 | 1918 |
| 256 | .50 | Connecticut River, Rocky Hill to Hartford | do | 1:20,000 | 20×36 | 1918 |
| 274 | .25 | Harlem River | New York | 1:10,000 | 16×41 | 1932 |
| 281 | .50 | Hudson River—New York to Haverstraw | N. Y. and N. J | 1:40,000 | 20×41 | 1922 |
| 282 | .50 | Hudson River—Haverstraw to Newburg | New York | 1:40,000 | 20×42 | 1967 |
| 283 | .75 | Hudson River—Poughkeepsie to Hudson | do | 1:40,000 | 30×41 | 1932 |
| 284 | .50 | Hudson River—Cocksackie to Troy | do | 1:40,000 | 20×41 | 1932 |
| 285 | .75 | Kill Van Kull and Northern Part of Arthur Kill | N. Y. and N. J | 1:15,000 | 32×36 | 1932 |
| 286 | .75 | Raritan Bay and Southern Part of Arthur Kill | do | 1:15,000 | 29×44 | 1931 |
| 287 | .75 | Passaic and Hackensack Rivers | New Jersey | 1:20,000 | 28×41 | 1932 |
| 293 | .75 | New London Harbor and Submarine Base | Connecticut | 1:10,000 | 30×45 | 1932 |
| | | New London to Submarine Base | | 1:5,000 | | |
| 298 | .50 | Gardiners Bay, Long Island | New York | 1:40,000 | 29×31 | 1930 |
| 299 | .25 | Peconic Bay, Long Island | do | 1:40,000 | 25×27 | 1928 |
| | | Matticut Inlet | | 1:10,000 | | |
| 358 | .75 | Fishers Island Sound | R. I., Conn., and N. Y. | 1:20,000 | 28×41 | 1932 |
| 359 | .75 | Thames River—Harbor of New London and approaches | Connecticut | 1:20,000 | 25×42 | 1932 |
| 361 | .75 | Port Jefferson and Mount Sinai Harbors | New York | 1:10,000 | 29×39 | 1933 |
| 369 | .75 | New York Harbor | N. Y. and N. J | 1:40,000 | 34×44 | 1932 |
| 375 | .50 | Raritan River | New Jersey | 1:20,000 | 20×34 | 1929 |
| 541 | .75 | New York Harbor, Upper Bay and Narrows (anchorage chart) | N. Y. and N. J | 1:10,000 | 34×44 | 1932 |
| 542 | .75 | Jamaica Bay and Rockaway Inlet | New York | 1:20,000 | 31×40 | 1932 |
| 543 | .50 | Shrewsbury River | New Jersey | 1:20,000 | 22×32 | 1929 |
| 578 | .75 | Inland Waters, Shinnecock Bay to Great South Bay | L. I., N. Y | 1:40,000 | 34×45 | 1930 |
| 579 | .25 | Hempstead Bay | do | 1:40,000 | 20×30 | 1930 |
| 745 | .75 | Hudson and East Rivers from West 67th Street to Blackwells Island | do | 1:10,000 | 31×46 | 1932 |
| 746 | .75 | Hudson River, Days Point to Fort Washington Point | do | 1:10,000 | 28×41 | 1931 |
| 747 | .75 | Hudson River, Fort Washington Point to Yonkers | N. Y. and N. J | 1:10,000 | 25×44 | 1932 |
| 748 | .75 | Hudson River—Yonkers to Piermont | do | 1:10,000 | 22×45 | 1932 |
| 1211 | .75 | Block Island Sound and approaches | R. I., Conn., and N. Y. | 1:80,000 | 34×40 | 1930 |
| 1212 | .75 | Long Island Sound, eastern part | Conn. and N. Y | 1:80,000 | 28×44 | 1931 |
| 1213 | .75 | Long Island Sound, western part | do | 1:80,000 | 30×40 | 1932 |
| 1214 | .75 | Shinnecock Light to Fire Island Light | New York | 1:80,000 | 32×44 | 1919 |
| 1215 | .75 | Approaches to New York, Fire Island Light to Sea Girt Light | N. Y. and N. J | 1:80,000 | 33×41 | 1931 |

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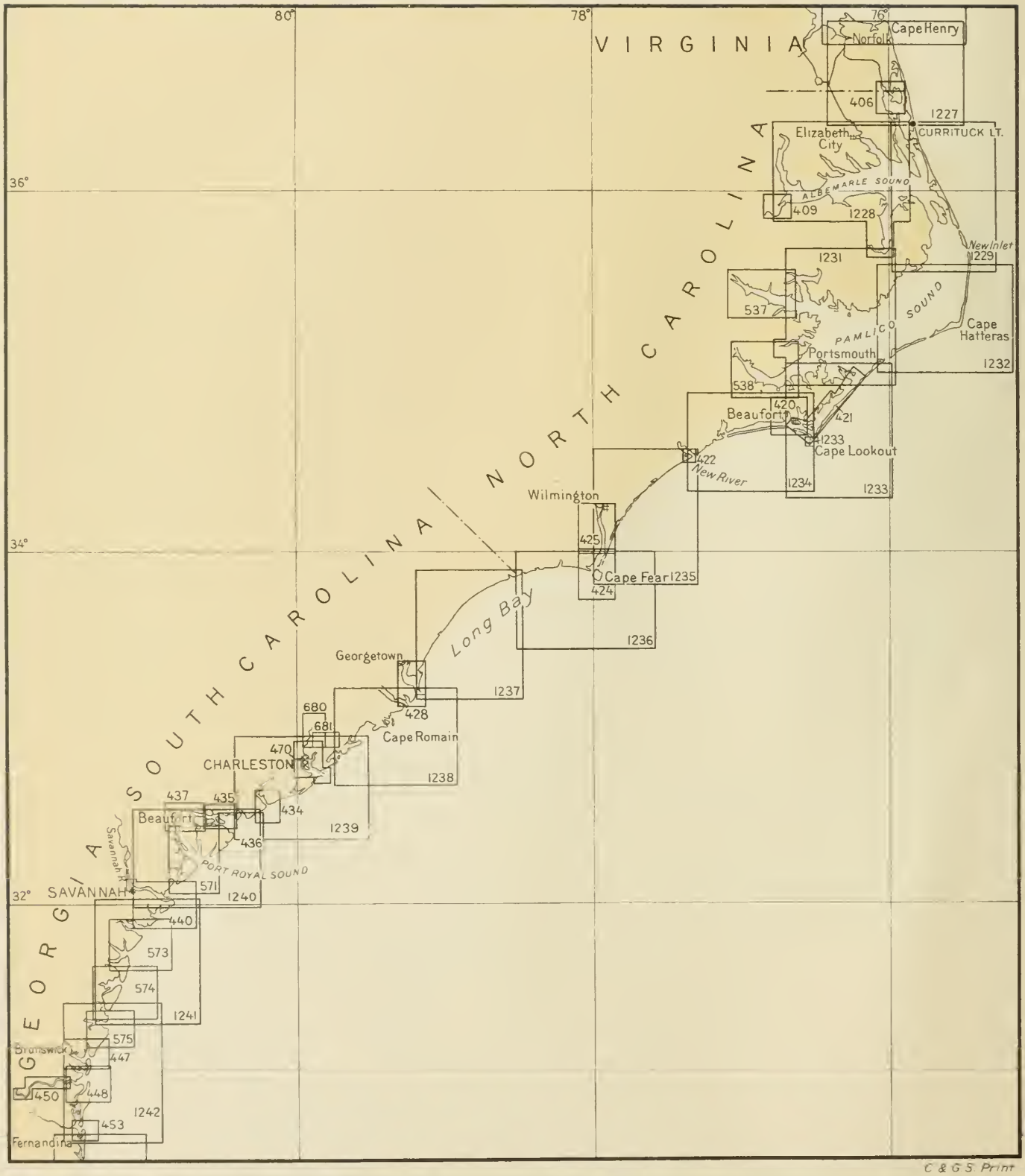
## COAST AND HARBOR CHARTS OF THE ATLANTIC COAST — CONTINUED

## COAST AND HARBOR CHARTS OF THE ATLANTIC COAST—Continued

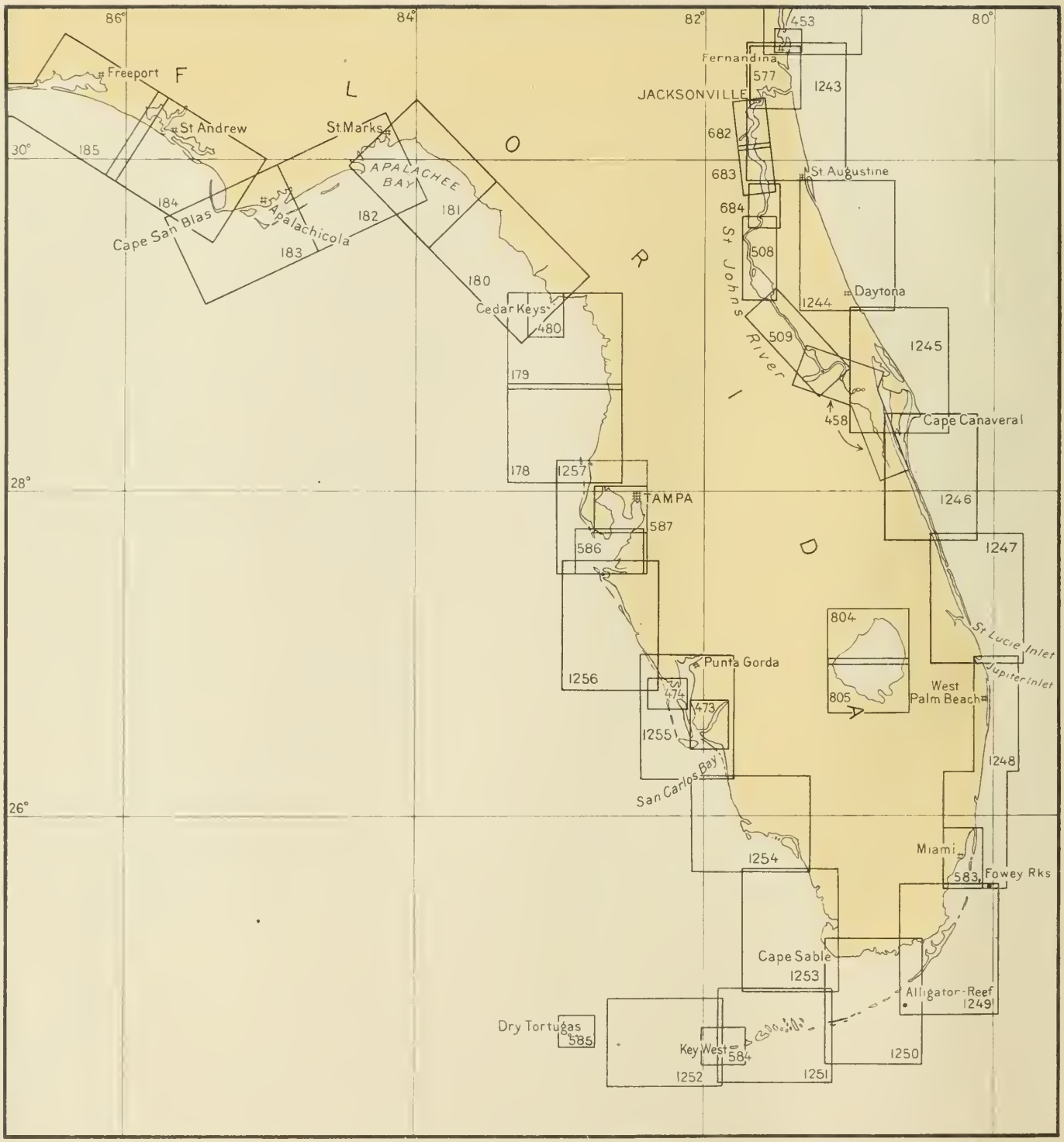
| No. | Price | Title | State | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|---|
| | | CHESAPEAKE AND DELAWARE BAYS AREA | | | | |
| 234 | $0.25 | Cape May Harbor | New Jersey | 1:10,000 | 18×25 | 1932 |
| 280 | .75 | Philadelphia and Camden waterfronts | Pa. and N. J. | 1:15,000 | 34×41 | 1933 |
| 294 | .75 | Delaware River—Bombay Hook to Wilmington | N. J. and Del. | 1:40,000 | 29×45 | 1930 |
| 295 | .75 | Delaware River—Wilmington to Philadelphia | N. J. and Pa. | 1:40,000 | 32×43 | 1932 |
| 296 | .50 | Delaware River—Philadelphia to Trenton | do | 1:40,000 | 28×33 | 1932 |
| | | Trenton | | 1:20,000 | | |
| 379 | .25 | Cape Henlopen and the Delaware Breakwater | Delaware | 1:20,000 | 21×27 | 1933 |
| 385 | .75 | Annapolis Harbor | Maryland | 1:10,000 | 31×33 | 1911 |
| 400 | .75 | Hampton Roads | Virginia | 1:20,000 | 34×41 | 1931 |
| 452 | .75 | Norfolk Harbor and Elizabeth River | do | 1:20,000 | 33×41 | 1931 |
| 481 | .75 | Cape Henry to Thimble Shoal Light | do | 1:20,000 | 29×43 | 1930 |
| 494 | .75 | York River, entrance to Yorktown | do | 1:40,000 | 32×41 | 1933 |
| 495 | .75 | York River, Yorktown to Westpoint | do | 1:40,000 | 31×40 | 1931 |
| 504 | .75 | Pamunkey and Mattaponi Rivers | do | 1:40,000 | 34×41 | 1931 |
| 529 | .75 | James River, Newport News to Jamestown | do | 1:40,000 | 34×40 | 1932 |
| 530 | .50 | James River, Jamestown Island to Jordan Point | do | 1:40,000 | 21×41 | 1932 |
| 531 | .75 | James River, Jordan Point to Richmond | do | 1:20,000 | 31×41 | 1931 |
| 534 | .75 | Rappahannock River Entrance and Great Wicomico River | do | 1:40,000 | 33×42 | 1910 |
| 535 | .75 | Rappahannock River—Towles Point to Marsh Point | do | 1:40,000 | 33×40 | 1932 |
| 536 | .75 | Rappahannock River—Marsh Point to Fredericksburg | do | 1:20,000 | 32×41 | 1932 |
| 539 | .75 | Patuxent River | Maryland | 1:40,000 | 32×38 | 1909 |
| 545 | .75 | Baltimore Harbor | do | 1:15,000 | 30×40 | 1931 |
| 548 | .75 | Chester River | do | 1:40,000 | 33×34 | 1912 |
| 549 | .75 | Approaches to Baltimore Harbor | do | 1:40,000 | 33×39 | 1931 |
| 557 | .75 | Potomac River, entrance to Piney Point | Md. and Va. | 1:40,000 | 35×40 | 1930 |
| 558 | .75 | Potomac River, Piney Point to Lower Cedar Point | do | 1:40,000 | 34×45 | 1932 |
| 559 | .75 | Potomac River, Lower Cedar Point to Mattawoman Creek | do | 1:40,000 | 30×39 | 1929 |
| 560 | .75 | Potomac River, Mattawoman Creek to Georgetown | Md., Va., and D. C. | 1:40,000 | 29×40 | 1933 |
| | | Washington Harbor | | 1:20,000 | | |
| 1216 | .75 | Sea Girt Light to Little Egg Inlet | New Jersey | 1:80,000 | 33×39 | 1925 |
| | | Little Egg Inlet | | 1:40,000 | | |
| 1217 | .75 | Little Egg Inlet to Hereford Inlet | New Jersey | 1:80,000 | 32×41 | 1931 |
| | | Absecon Inlet | | 1:40,000 | | |
| 1218 | .75 | Delaware Bay | N. J. and Del. | 1:80,000 | 31×38 | 1932 |
| 1219 | .75 | Cape May to Fenwick Island Light | do | 1:80,000 | 32×38 | 1931 |
| 1220 | .75 | Fenwick Island Light to Chincoteague Inlet | Md. and Va. | 1:80,000 | 33×38 | 1931 |
| 1221 | .75 | Chincoteague Inlet to Hog Island Light | Virginia | 1:80,000 | 31×41 | 1928 |
| 1222 | .75 | Chesapeake Bay Entrance | do | 1:80,000 | 33×43 | 1930 |
| 1223 | .75 | Chesapeake Bay—Wolftrap to Smith Point | Md. and Va. | 1:80,000 | 31×39 | 1932 |
| 1224 | .75 | Chesapeake Bay—Smith Point to Cove Point | do | 1:80,000 | 30×41 | 1931 |
| 1225 | .75 | Chesapeake Bay—Cove Point to Sandy Point | Maryland | 1:80,000 | 35×38 | 1931 |
| 1226 | .75 | Chesapeake Bay—Sandy Point to Head of Bay | do | 1:80,000 | 34×38 | 1928 |
| | | Back Creek | | 1:20,000 | | |




COAST AND HARBOR CHARTS OF THE ATLANTIC COAST — CONTINUED

## COAST AND HARBOR CHARTS OF THE ATLANTIC COAST—Continued

| No. | Price | Title | State | Scale | Size of horder (inches) | Date |
|---|---|---|---|---|---|---|
| | | VIRGINIA TO GEORGIA | | | | |
| 406 | $0.25 | North Landing River | N. C. and Va | 1:40,000 | 16×21 | 1916 |
| 409 | .25 | Mouths of Roanoke River | North Carolina | 1:30,000 | 19×21 | 1929 |
| 420 | .25 | Beaufort Harbor | do | 1:40,000 | 23×24 | 1932 |
| 421 | .25 | Core Sound and Straits | do | 1:40,000 | 20×33 | 1932 |
| 422 | .50 | New River Inlet | do | 1:10,000 | 27×31 | 1932 |
| 424 | .50 | Cape Fear River from entrance to Reeves Point | do | 1:40,000 | 25×30 | 1932 |
| 425 | .50 | Cape Fear River from Reeves Point to Wilmington | do | 1:40,000 | 25×31 | 1929 |
| 428 | .25 | Winyah Bay | South Carolina | 1:40,000 | 19×29 | 1932 |
| 434 | .25 | North Edisto River | do | 1:50,000 | 14×17 | 1924 |
| 435 | .25 | Bull and Combahee Rivers | do | 1:40,000 | 15×22 | 1931 |
| 436 | .50 | St. Helena Sound | do | 1:40,000 | 25×28 | 1931 |
| 437 | .25 | Whale Branch; Passage between Coosaw and Broad Rivers | do | 1:40,000 | 18×25 | 1931 |
| 440 | .75 | Tybee Roads, Savannah River and Warsaw Sound | Georgia | 1:40,000 | 31×40 | 1931 |
| 447 | .25 | St. Simon Sound, Brunswick Harbor, and Turtle River | do | 1:40,000 | 19×34 | 1929 |
| 448 | .25 | St. Andrew Sound | do | 1:40,000 | 24×29 | 1926 |
| 450 | .75 | Satilla River, Bailey Cut to Burnt Fort | do | 1:20,000 | 30×43 | 1920 |
| 453 | .50 | Fernandina Entrance | Florida | 1:20,000 | 25×30 | 1931 |
| 470 | .75 | Charleston Harbor | South Carolina | 1:20,000 | 34×42 | 1931 |
| | | Entrance to Charleston Harbor | | 1:40,000 | | |
| 537 | .75 | Pamlico River | North Carolina | 1:40,000 | 30×41 | 1933 |
| 538 | .75 | Neuse River and upper part of Bay River | do | 1:40,000 | 34×42 | 1921 |
| 571 | .75 | Port Royal Sound and inland passages | South Carolina | 1:40,000 | 33×42 | 1925 |
| 573 | .75 | Ossahaw Sound and St. Catherines Sound | Georgia | 1:40,000 | 31×40 | 1927 |
| 574 | .75 | Sapelo and Dohoy Sounds | do | 1:40,000 | 33×41 | 1927 |
| 575 | .25 | Altamaha Sound | do | 1:40,000 | 19×31 | 1927 |
| 680 | .75 | Cooper River above Goose Creek | South Carolina | 1:20,000 | 29×44 | 1931 |
| 681 | .25 | Wando River, Upper Part | do | 1:20,000 | 14×26 | 1930 |
| 1227 | .75 | Cape Henry to Currituck Beach Light | Va. and N. C. | 1:80,000 | 32×41 | 1926 |
| 1228 | .75 | Albemarle Sound | North Carolina | 1:80,000 | 31×42 | 1929 |
| 1229 | .75 | Currituck Beach to Wimble Shoals | do | 1:80,000 | 32×46 | 1932 |
| 1231 | .75 | Pamlico Sound, western part | do | 1:80,000 | 34×42 | 1929 |
| 1232 | .75 | Cape Hatteras, Wimble Shoals to Ocracoke Inlet | do | 1:80,000 | 32×42 | 1928 |
| 1233 | .75 | Portsmouth Island to Beaufort, including Cape Lookout Shoals | do | 1:80,000 | 34×42 | 1932 |
| | | Lookout Bight | | 1:20,000 | | |
| 1234 | .75 | Cape Lookout to New River | North Carolina | 1:80,000 | 31×39 | 1931 |
| 1235 | .75 | New River Inlet to Cape Fear | do | 1:80,000 | 33×42 | 1932 |
| 1236 | .75 | Approaches to Cape Fear River | do | 1:80,000 | 31×44 | 1926 |
| 1237 | .75 | Little River Inlet to Winyah Bay Entrance | South Carolina | 1:80,000 | 33×41 | 1929 |
| 1238 | .75 | Winyah Bay Entrance to Charleston Lightship | do | 1:80,000 | 32×42 | 1928 |
| 1239 | .75 | Charleston Harbor and Approaches | do | 1:80,000 | 32×43 | 1930 |
| 1240 | .75 | St. Helena Sound to Savannah River | S. C. and Ga | 1:80,000 | 32×41 | 1933 |
| 1241 | .75 | Tybee Island to Dohoy Sound | Georgia | 1:80,000 | 33×40 | 1928 |
| 1242 | .75 | Dohoy Sound to Fernandina | Georgia and Florida | 1:80,000 | 33×41 | 1931 |

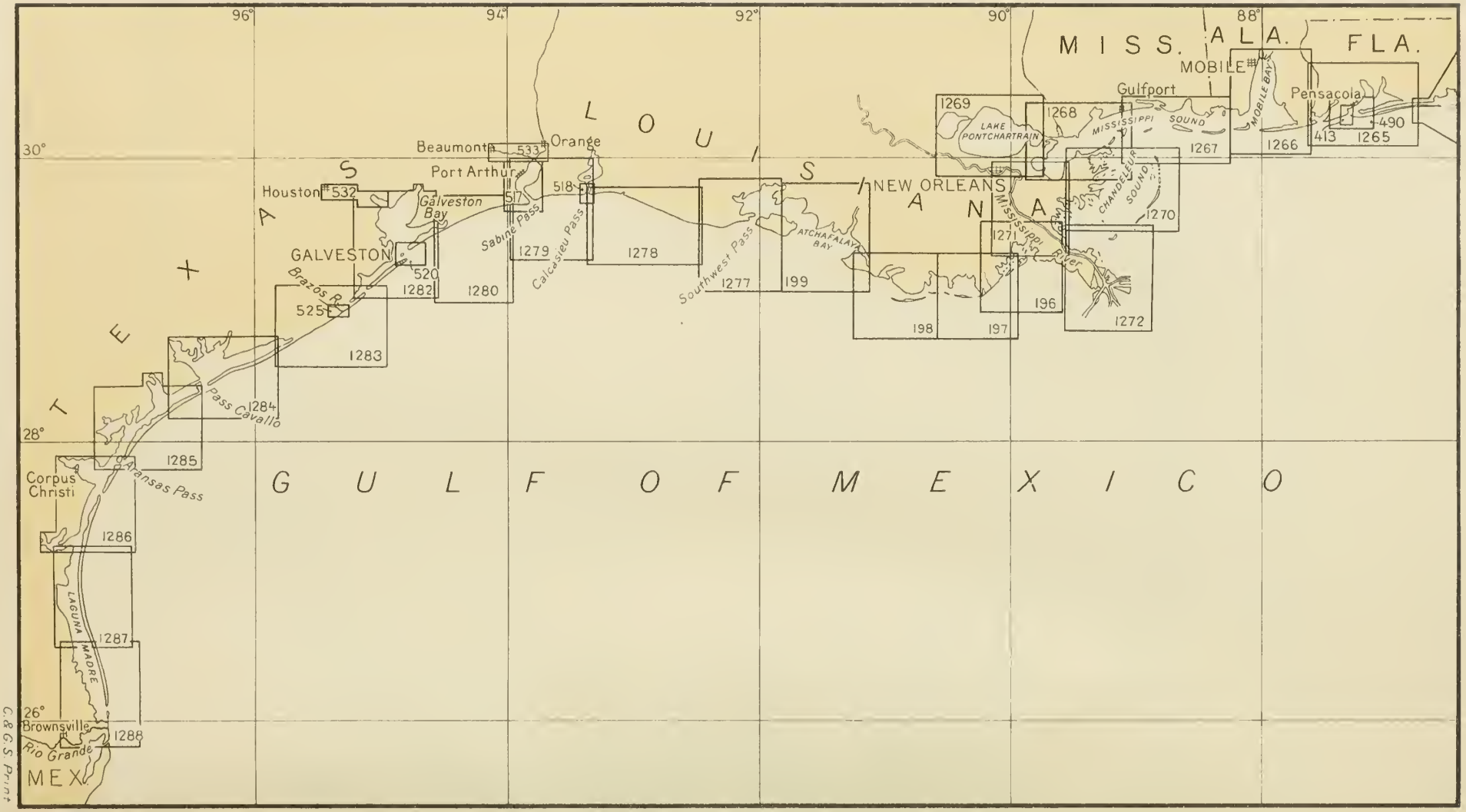



C & G S Print

COAST AND HARBOR CHARTS OF THE ATLANTIC AND GULF COASTS

# COAST AND HARBOR CHARTS OF THE ATLANTIC AND GULF COASTS

| No. | Price | Title | State | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|---|
| | | GEORGIA AND FLORIDA COASTS | | | | |
| 178 | $0.75 | Hog Island to Wall Creek, including Anclote Anchorage | Florida | 1:80,000 | 34×40 | 1928 |
| 179 | .75 | Wall Creek to Cedar Keys | do | 1:80,000 | 34×40 | 1931 |
| 180 | .75 | Cedar Keys to Deadman's Bay | do | 1:80,000 | 33×43 | 1930 |
| 181 | .75 | Apalachee Bay | do | 1:80,000 | 33×42 | 1885 |
| 182 | .75 | Apalachee Bay and St. George Sound | do | 1:80,000 | 32×41 | 1913 |
| 183 | .75 | Apalachicola Bay to Cape San Blas | do | 1:80,000 | 32×42 | 1930 |
| 184 | .75 | St. Joseph and St. Andrew Bays | do | 1:80,000 | 33×42 | 1932 |
| 185 | .75 | Choctawhatchee Bay | do | 1:80,000 | 33×42 | 1922 |
| 453 | .50 | Fernandina Entrance | Florida and Georgia | 1:20,000 | 25×30 | 1931 |
| 458 | .50 | St. Johns River, Lake Monroe to Lake Washington | Florida | 1:80,000 | 26×30 | 1909 |
| 473 | .50 | San Carlos Bay and Caloosahatchee River | do | 1:40,000 | 28×35 | 1930 |
| 474 | .25 | Main entrance to Charlotte Harbor | do | 1:40,000 | 22×27 | 1928 |
| 480 | .25 | Cedar Keys | do | 1:50,000 | 19×26 | 1930 |
| 508 | .50 | St. Johns River, Palatka to Lake George | do | 1:40,000 | 27×33 | 1927 |
| 509 | .50 | St. Johns River, Lake George to Lake Harney | do | 1:40,000 | 32×33 | 1928 |
| 577 | .75 | Fernandina to Jacksonville | do | 1:40,000 | 33×41 | 1932 |
| 583 | .50 | Miami Harbor and approaches | do | 1:40,000 | 26×38 | 1931 |
| 584 | .75 | Key West Harbor and approaches | do | 1:30,000 | 34×42 | 1923 |
| 585 | .50 | Dry Tortugas | do | 1:30,000 | 28×34 | 1922 |
| | | Tortugas Harbor | | 1:10,000 | | |
| 586 | .75 | Tampa Bay, Southern Part | Florida | 1:40,000 | 30×42 | 1930 |
| 587 | .75 | Tampa Bay, Northern Part | do | 1:40,000 | 32×36 | 1932 |
| | | St. Petersburg | | 1:20,000 | | |
| | | Tampa | | 1:20,000 | | |
| 682 | .25 | St. Johns River, from Jacksonville to Hibernia | Florida | 1:40,000 | 21×32 | 1927 |
| 683 | .25 | St. Johns River, Hibernia to Racy Point | do | 1:40,000 | 21×32 | 1900 |
| 684 | .25 | St. Johns River, Tocoi to San Mateo | do | 1:40,000 | 21×29 | 1933 |
| 804 | .75 | Lake Okeechobee, Northern Half | do | 1:50,000 | 29×43 | 1926 |
| 805 | .75 | Lake Okeechobee, Southern Half | do | 1:50,000 | 29×43 | 1926 |
| 1243 | .75 | Amelia Island to St. Augustine | do | 1:80,000 | 32×45 | 1932 |
| | | St. Augustine Harbor and Approaches | | 1:40,000 | | |
| 1244 | .75 | St. Augustine Light to Ponce de Leon Inlet Light | Florida | 1:80,000 | 32×45 | 1930 |
| 1245 | .75 | Ponce de Leon Inlet to Cape Canaveral | do | 1:80,000 | 33×43 | 1931 |
| 1246 | .75 | Cape Canaveral to Bethel Shoal | do | 1:80,000 | 33×43 | 1932 |
| 1247 | .75 | Bethel Shoal to Jupiter Inlet | do | 1:80,000 | 33×45 | 1932 |
| 1248 | .75 | Jupiter Inlet to Fowey Rocks | do | 1:80,000 | 33×38 | 1931 |
| 1249 | .75 | Fowey Rocks to Alligator Reef | do | 1:80,000 | 33×45 | 1931 |
| 1250 | .75 | Florida Keys, Alligator Reef to Sombrero Key | do | 1:80,000 | 34×41 | 1931 |
| 1251 | .75 | Florida Keys, Sombrero Key to Sand Key | do | 1:80,000 | 33×42 | 1932 |
| 1252 | .75 | Sand Key to Rebecca Shoal | do | 1:80,000 | 31×41 | 1922 |
| 1253 | .75 | East Cape to Mormon Key | do | 1:80,000 | 33×42 | 1932 |
| 1254 | .75 | Chatham River to Clam Pass | do | 1:80,000 | 32×42 | 1932 |
| 1255 | .75 | Estero Bay to Lemon Bay, including Charlotte Harbor | do | 1:80,000 | 32×42 | 1929 |
| 1256 | .75 | Lemon Bay to Passage Key Inlet | do | 1:80,000 | 32×44 | 1928 |
| 1257 | .75 | Tampa Bay and St. Joseph Sound | do | 1:80,000 | 33×40 | 1932 |




COAST AND HARBOR CHARTS OF THE GULF COAST



C.&G.S. Print

## COAST AND HARBOR CHARTS OF THE GULF COAST

| No. | Price | Title | State | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|---|
| | | PENSACOLA TO THE RIO GRANDE | | | | |
| 196 | $0.75 | Barataria Bay and approaches | Louisiana | 1:80,000 | 32×38 | 1908 |
| 197 | .75 | Barataria Bay to Terrebonne Bay | do | 1:80,000 | 33×41 | 1932 |
| 198 | .75 | Caillou Bay and Ship Shoal | do | 1:80,000 | 33×41 | 1932 |
| 199 | .75 | Point au Fer to Marsh Island | do | 1:80,000 | 34×44 | 1911 |
| 413 | .50 | Pensacola Bay Entrance | Florida | 1:10,000 | 27×36 | 1931 |
| 490 | .75 | Pensacola Bay | do | 1:30,000 | 33×41 | 1925 |
| 517 | .75 | Sabine Pass and Lake | Louisiana and Texas | 1:40,000 | 25×44 | 1932 |
| 518 | .25 | Calcasieu Pass | Louisiana | 1:20,000 | 14×21 | 1925 |
| 520 | .25 | Galveston Entrance | Texas | 1:40,000 | 16×21 | 1932 |
| 525 | .75 | Brazos River Entrance | do | 1:10,000 | 28×39 | 1932 |
| 532 | .75 | Houston Ship Channel | do | 1:25,000 | 29×35 | 1930 |
| 533 | .50 | Sabine and Neches Rivers | do | 1:40,000 | 17×42 | 1926 |
| 1265 | .75 | Pensacola Bay and approaches | Florida | 1:80,000 | 31×42 | 1931 |
| 1266 | .75 | Mobile Bay and Entrance | Alabama | 1:80,000 | 32×41 | 1929 |
| | | Mobile Ship Channel, northern end | do | 1:25,000 | | |
| 1267 | .75 | Mississippi Sound and approaches, Dauphin Island to Cat Island | Ala. and Miss | 1:80,000 | 27×41 | 1921 |
| 1268 | .75 | Lake Borgne and approaches, Cat Island to Point Aux Herbes | Miss. and La | 1:80,000 | 30×40 | 1919 |
| 1269 | .75 | Lake Pontchartrain and Maurepas | Louisiana | 1:80,000 | 30×42 | 1920 |
| 1270 | .75 | Chandeleur and Breton Sounds | do | 1:80,000 | 32×43 | 1924 |
| 1271 | .75 | Mississippi River, Buras to New Orleans | do | 1:80,000 | 30×37 | 1925 |
| 1272 | .75 | Mississippi River Delta | do | 1:80,000 | 33×42 | 1933 |
| 1277 | .75 | Vermilion Bay and approaches | do | 1:80,000 | 33×44 | 1921 |
| 1278 | .75 | Constance Bayou to Calcasieu Pass | do | 1:80,000 | 33×43 | 1926 |
| 1279 | .75 | Calcasieu Pass to Sabine Pass | Louisiana and Texas | 1:80,000 | 33×42 | 1925 |
| 1280 | .75 | Sabine Bank to East Bay, including Heald Bank | Texas | 1:80,000 | 31×42 | 1925 |
| 1282 | .75 | Galveston Bay and approaches | do | 1:80,000 | 32×43 | 1933 |
| 1283 | .75 | San Luis Pass to Matagorda Bay | do | 1:80,000 | 32×44 | 1931 |
| 1284 | .75 | Matagorda Bay and approaches | do | 1:80,000 | 32×42 | 1922 |
| 1285 | .75 | Matagorda Light to Aransas Pass | do | 1:80,000 | 33×42 | 1924 |
| 1286 | .75 | Aransas Pass to Baffin Bay | do | 1:80,000 | 32×39 | 1928 |
| | | Aransas Pass | do | 1:40,000 | | |
| 1287 | .75 | Northern part of Laguna Madre | do | 1:80,000 | 32×41 | 1923 |
| 1288 | .75 | Southern part of Laguna Madre | do | 1:80,000 | 32×41 | 1923 |

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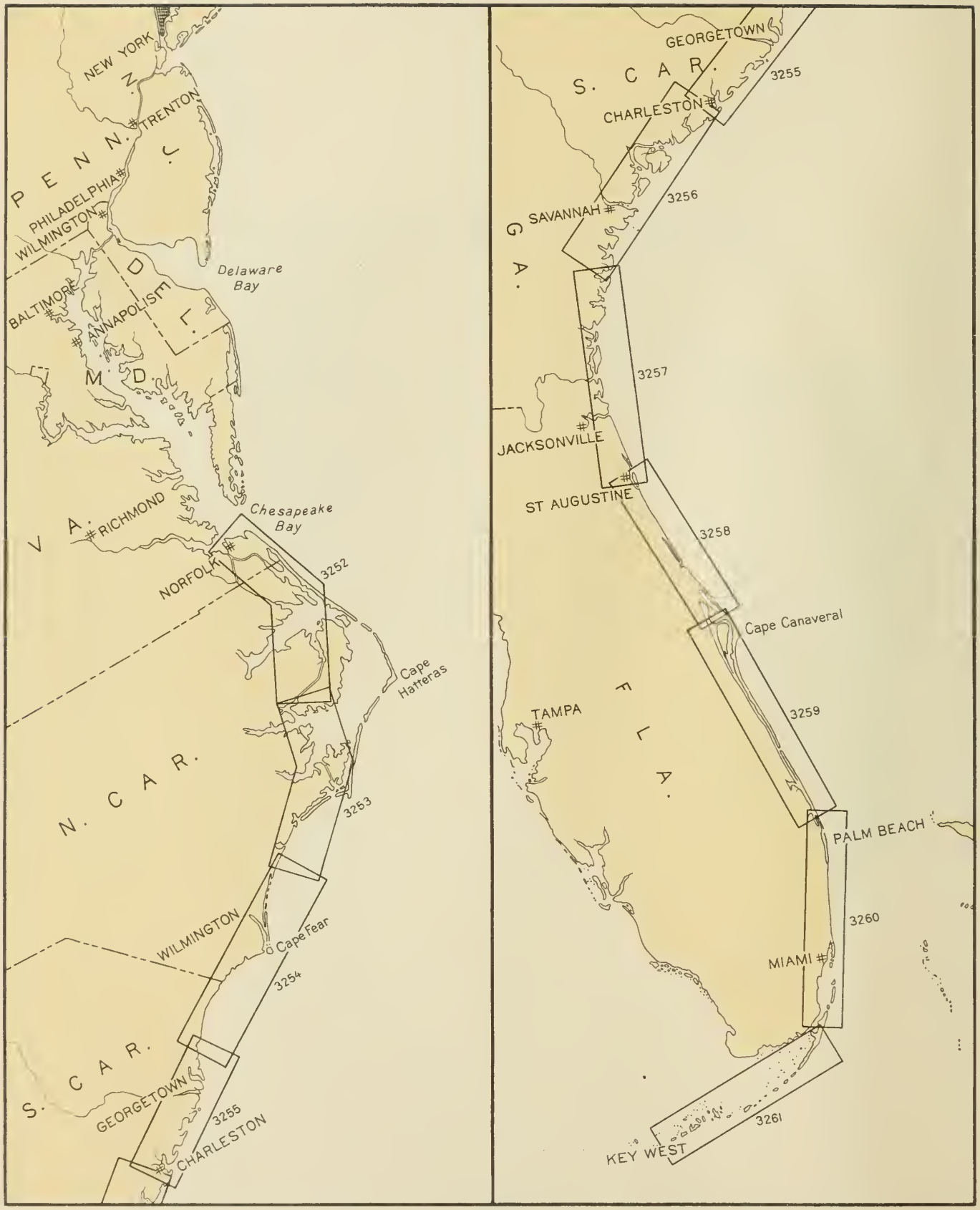


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INTRACOASTAL WATERWAYS (INSIDE ROUTE) CHARTS – NORFOLK TO KEY WEST

# CHARTS COVERING THE INTRACOASTAL WATERWAYS (INSIDE ROUTE)—NEW YORK TO KEY WEST

See Intracoastal Waterways (Inside Route) Pilots, listed on page 48

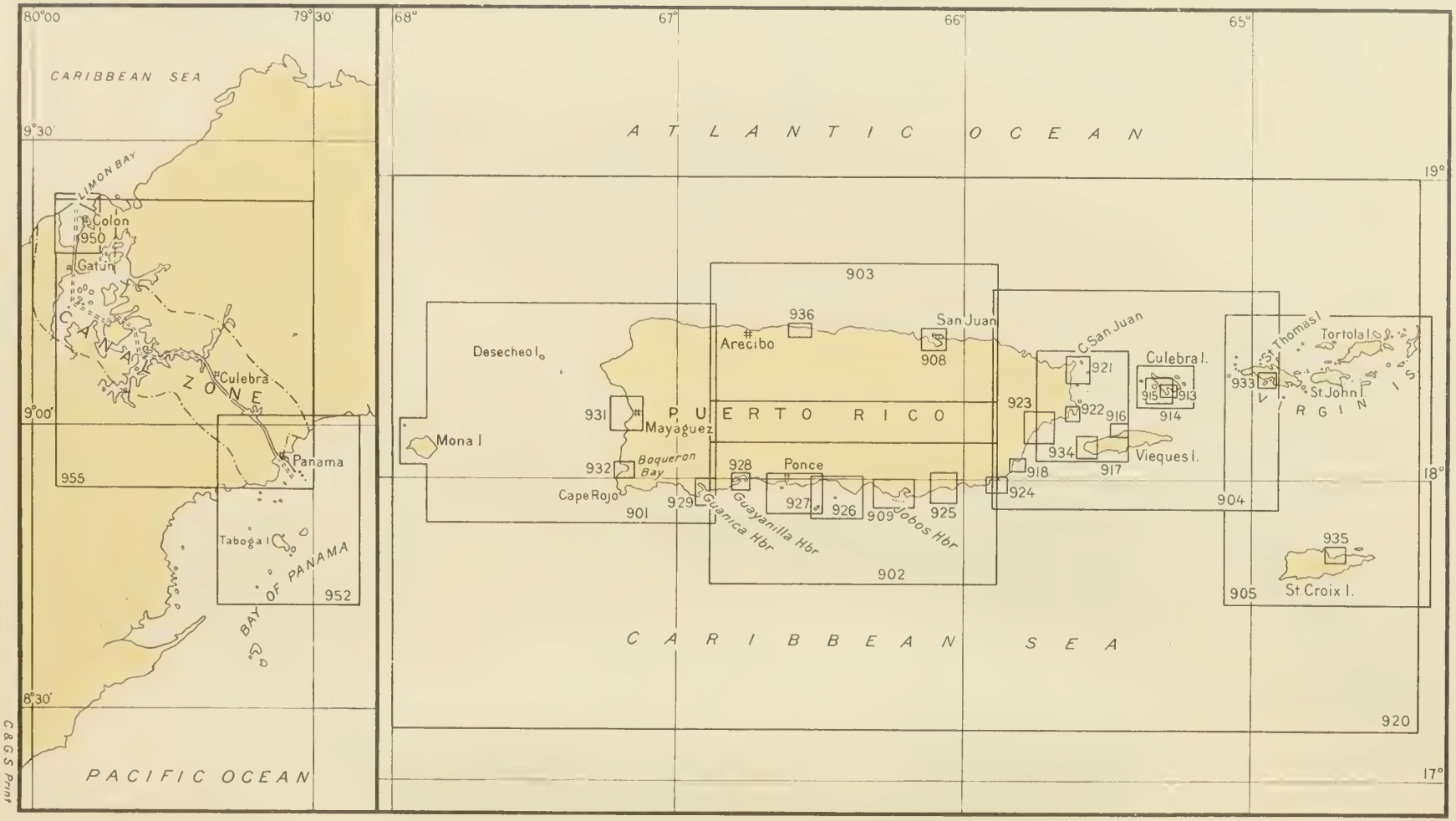
## NEW YORK TO NORFOLK

| No. | Price | Title | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|
| | | The following general, coast, and harbor charts, listed with others on pp. 3, 9, and 11, are relisted here as those best suited for this section of the route. For diagrams see pp. 2, 8, and 10. | | | |
| 369 | $0.75 | New York Harbor, N. Y. and N. J. | 1:40,000 | 34×44 | 1932 |
| 375 | .50 | Raritan River, N. J. | 1:20,000 | 20×34 | 1929 |
| 296 | .50 | Delaware River—Philadelphia to Trenton, N. J. and Pa. | 1:40,000 | 28×33 | 1932 |
| 295 | .75 | Delaware River—Wilmington to Philadelphia, N. J. and Pa. | 1:40,000 | 32×43 | 1932 |
| 294 | .75 | Delaware River—Bombay Hook to Wilmington, N. J. and Del. | 1:40,000 | 29×45 | 1930 |
| 1222 | .75 | Chesapeake Bay Entrance, Va. | 1:80,000 | 33×43 | 1930 |
| 1223 | .75 | Chesapeake Bay—Wolftrap to Smith Point, Md. and Va. | 1:80,000 | 31×39 | 1932 |
| 1224 | .75 | Chesapeake Bay—Smith Point to Cove Point, Md. and Va. | 1:80,000 | 30×41 | 1931 |
| 1225 | .75 | Chesapeake Bay—Cove Point to Sandy Point, Md. | 1:80,000 | 35×38 | 1931 |
| 1226 | .75 | Chesapeake Bay—Sandy Point to Head of Bay, Md. | 1:80,000 | 34×38 | 1928 |
| 77 | .75 | Chesapeake Bay, northern part | *1:200,000 | 32×35 | 1931 |
| 78 | .75 | Chesapeake Bay, southern part | *1:200,000 | 31×32 | 1930 |

* Scale approximate.

## NORFOLK TO KEY WEST

| No. | Price | Title | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|
| | | The following series of 10 intracoastal waterways (inside route) charts show the route in strips of convenient widths, with 3 strips to each sheet. Each chart can be used as a whole, or the strips cut out and used in the same manner as automobile road maps. | | | |
| 3252 | $0.25 | Norfolk, Va., to Pungo River, N. C. | 1:80,000 | 22×34 | 1931 |
| 3253 | .25 | Pungo River, N. C., to Topsail Sound, N. C. | 1:80,000 | 22×34 | 1932 |
| 3254 | .25 | Topsail Sound, N. C., to Midway Inlet, S. C. | 1:80,000 | 22×34 | 1932 |
| 3255 | .25 | Midway Inlet, S. C., to Charleston Harbor, S. C. | 1:80,000<br>1:400,000 | 22×34 | 1929 |
| 3256 | .25 | Charleston Harbor, S. C., to Sapelo Sound, Ga. | 1:80,000 | 22×34 | 1933 |
| 3257 | .25 | Sapelo Sound, Ga., to St. Augustine, Fla. | 1:80,000 | 22×34 | 1930 |
| 3258 | .25 | St. Augustine, Fla., to Titusville, Fla. | 1:80,000 | 19×34 | 1932 |
| 3259 | .25 | Titusville, Fla., to Jupiter Inlet, Fla. | 1:80,000 | 22×34 | 1932 |
| 3260 | .25 | Jupiter Inlet, Fla., to Barnes Sound, Fla. | 1:80,000 | 22×34 | 1932 |
| 3261 | .25 | Barnes Sound, Fla., to Key West, Fla. | 1:80,000 | 22×34 | 1932 |
| | 2.50 | Price, per set of 10, complete. | | | |
| | | Charts on a larger scale than the above are published for some sections of the route. Of these, the following listed on pp. 11, 13, and 15 are relisted here as especially valuable to supplement the special series. For diagrams see pp. 10, 12, and 14. | | | |
| 452 | .75 | Norfolk Harbor and Elizabeth River, Va. | 1:20,000 | 33×41 | 1931 |
| 421 | .25 | Core Sound and Straits, N. C. | 1:40,000 | 20×33 | 1932 |
| 538 | .75 | Neuse River and upper part of Bay River, N. C. | 1:40,000 | 34×42 | 1921 |
| 420 | .25 | Beaufort Harbor, N. C. | 1:40,000 | 23×24 | 1932 |
| 437 | .25 | Whale Branch; passage between Coosaw and Broad Rivers, S. C. | 1:40,000 | 18×25 | 1931 |
| 440 | .75 | Tybee Roads, Savannah River and Warsaw Sound, Ga. | 1:40,000 | 31×40 | 1931 |
| 577 | .75 | Fernandina to Jacksonville, Fla. | 1:40,000 | 33×41 | 1932 |
| 583 | .50 | Miami Harbor and approaches, Fla. | 1:40,000 | 26×38 | 1931 |
| 584 | .75 | Key West Harbor and approaches, Fla. | 1:30,000 | 34×42 | 1923 |

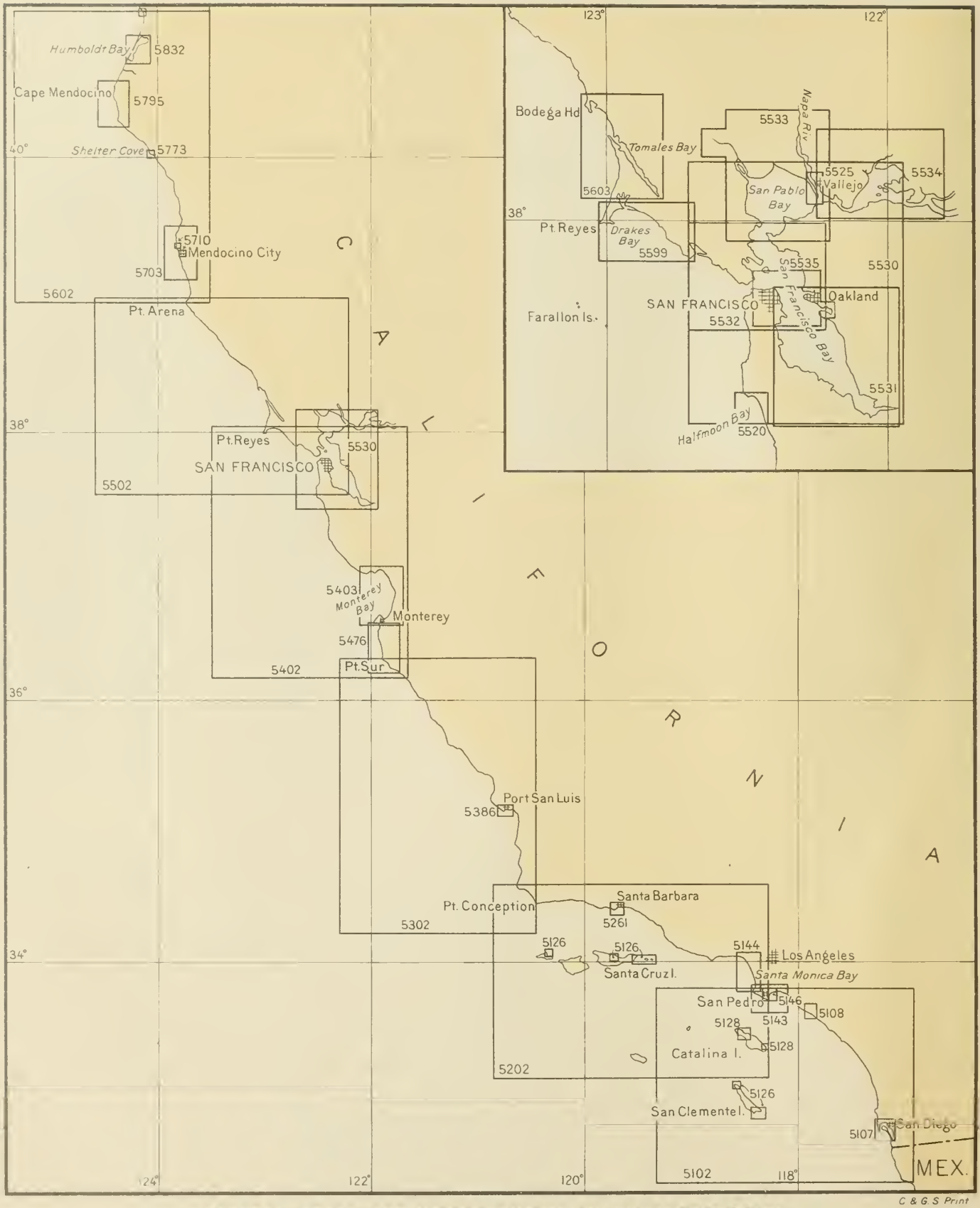



CHARTS OF PUERTO RICO, VIRGIN ISLANDS AND THE CANAL ZONE

# CHARTS OF PUERTO RICO, VIRGIN ISLANDS, AND THE CANAL ZONE

| No. | Price | Title | Island | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|---|
| | | **GENERAL CHART** | | | | |
| 920 | $0.75 | Puerto Rico and Virgin Islands (West Indies) | | *1:325,000 | 26×47 | 1931 |
| | | **COAST AND HARBOR CHARTS OF PUERTO RICO AND VIRGIN ISLANDS** | | | | |
| 901 | .75 | West Coast of Puerto Rico | | 1:100,000 | 33×43 | 1910 |
| 902 | .75 | South Coast of Puerto Rico | | 1:100,000 | 31×43 | 1929 |
| 903 | .75 | North Coast of Puerto Rico | | 1:100,000 | 31×42 | 1930 |
| | | Porto Arecibo | | 1:20,000 | | |
| 904 | .75 | Virgin Passage and Vieques Sound | | 1:100,000 | 31×42 | 1930 |
| 905 | .75 | Virgin Islands, Virgin Gorda to St. Thomas and St. Croix | | 1:100,000 | 32×43 | 1929 |
| 908 | .75 | San Juan Harbor | Puerto Rico | 1:10,000 | 33×39 | 1929 |
| 909 | .50 | Jabos Harbor | do | 1:20,000 | 29×33 | 1909 |
| 913 | .75 | Great Harbor | Culebra | 1:6,500 | 31×38 | 1923 |
| 914 | .75 | Culebra Island and approaches | | 1:20,000 | 32×43 | 1924 |
| 915 | .50 | Target Bay and vicinity | Culebra | 1:10,000 | 25×37 | 1923 |
| 916 | .25 | Port Mulas and approaches | Vieques | 1:10,000 | 23×26 | 1930 |
| 917 | .75 | San Juan Passage to Port Humacao and western part of Vieques Island | | 1:40,000 | 34×41 | 1930 |
| 918 | .25 | Port Yabucoa | Puerto Rico | 1:10,000 | 19×20 | 1910 |
| 921 | .75 | Fajardo Harbor and approaches | do | 1:10,000 | 32×41 | 1930 |
| 922 | .25 | Ensenada Honda | do | 1:10 000 | 24×25 | 1903 |
| 923 | .25 | Point Lima to Batata Cay | do | 1:20,000 | 22×24 | 1929 |
| 924 | .25 | Port Maunabo | do | 1:20,000 | 19×20 | 1929 |
| 925 | .25 | Port Arroyo | do | 1:20 000 | 20×26 | 1929 |
| 926 | .75 | Point Petrona to Muertos Island | do | 1:20,000 | 33×38 | 1929 |
| 927 | .75 | Ponce Harbor and approaches | do | 1:20,000 | 33×39 | 1933 |
| 928 | .75 | Guayanilla Harbor | do | 1:10,000 | 34×36 | 1903 |
| 929 | .75 | Guanica Harbor | do | 1:10,000 | 31×36 | 1921 |
| 931 | .75 | Mayaguez Bay and approaches | do | 1:15,000 | 31×35 | 1933 |
| 932 | .25 | Boqueron Bay | do | 1:10,000 | 23×24 | 1905 |
| 933 | .25 | Harbor of St. Thomas | Saint Thomas | 1:10,000 | 23×28 | 1928 |
| 934 | .25 | West Coast of Vieques Island | | 1:10,000 | 23×24 | 1929 |
| 935 | .50 | Christiansted Harbor | Saint Croix | 1:10,000 | 25×32 | 1929 |
| 936 | .50 | Vicinity of Point Palmas Altas | Puerto Rico | 1:10,000 | 26×36 | 1929 |
| | | **CHARTS OF THE CANAL ZONE** | | | | |
| 950 | .75 | Port of Cristobal, Panama Canal | | 1:15,000 | 28×35 | 1933 |
| 952 | .75 | Approaches to Panama Canal, Pacific coast | | 1:40,000 | 28×37 | 1929 |
| 955 | .75 | Panama Canal | | 1:60,000 | 34×39 | 1932 |
| | | Miraflores Lake | | 1:20,000 | | |

* Scale approximate.

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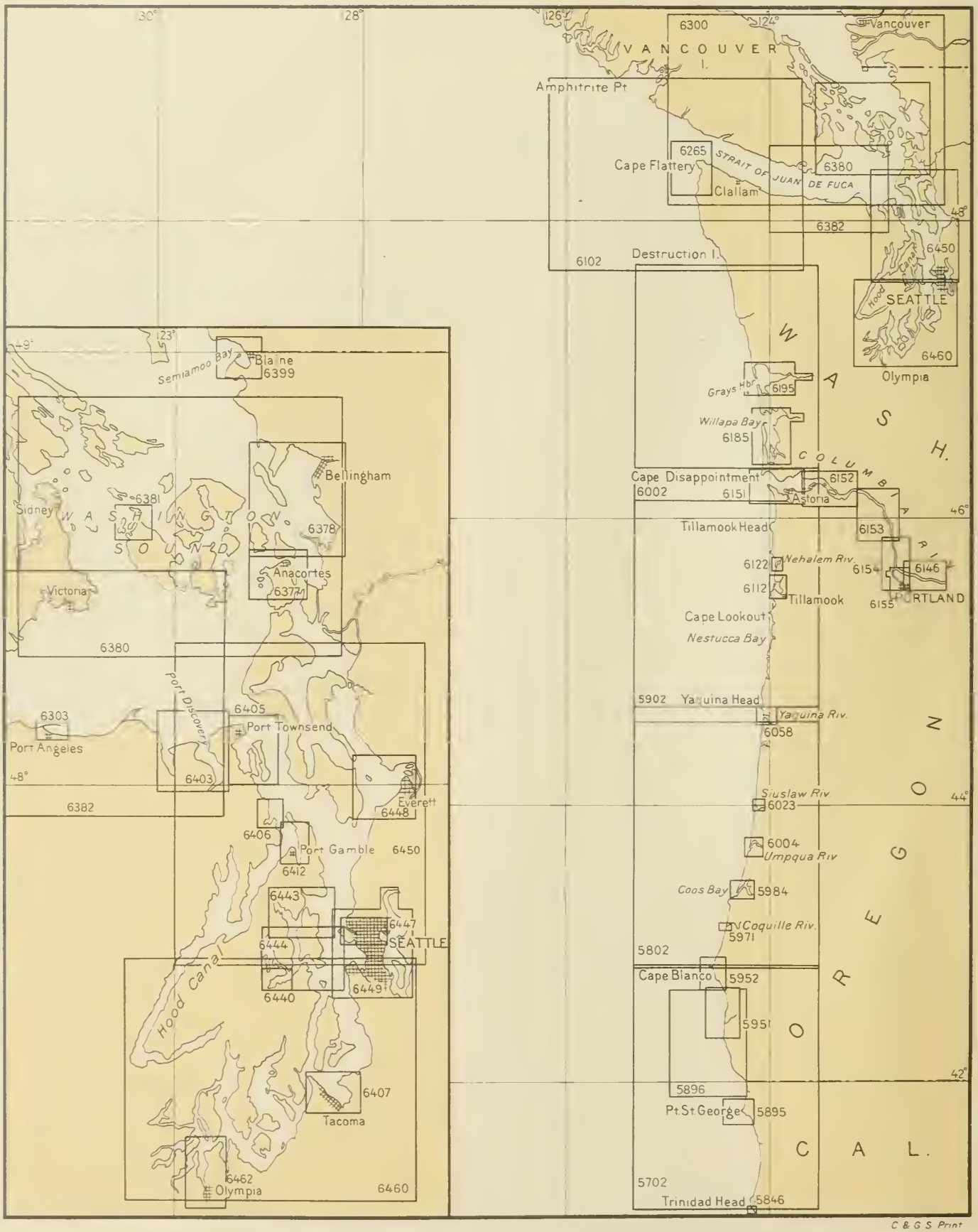
GENERAL, COAST, AND HARBOR CHARTS OF THE PACIFIC COAST

# GENERAL, COAST, AND HARBOR CHARTS OF THE PACIFIC COAST

[Sailing Charts listed on page 27]

| No. | Price | Title | State | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|---|
| | | SAN DIEGO TO HUMBOLDT BAY | | | | |
| 5102 | $0.75 | San Diego to Point Fermin | California | *1:222,000 | 31×41 | 1928 |
| 5107 | .75 | San Diego Bay | do | 1:20,000 | 33×37 | 1932 |
| 5108 | .75 | Newport Bay | do | 1:10,000 | 28×37 | 1930 |
| 5126 | .50 | Harbors, Santa Barbara Islands | do | | 27×31 | 1927 |
| | | SE. Anchorage, San Clemente Island | | 1:30,000 | | |
| | | NW. Harbor, San Clemente Island | | 1:20,000 | | |
| | | Anacapa Island and east end of Santa Cruz Island | | 1:30,000 | | |
| | | Prisoners Harbor, Santa Cruz Island | | 1:20,000 | | |
| | | Cuyler's Harbor, San Miguel Island | | 1:20,000 | | |
| 5128 | .25 | Catalina Harbor, Isthmus Cove and Dakin Cove | California | 1:10,000 | 22×27 | 1929 |
| 5143 | .50 | Los Angeles Harbor and vicinity | do | 1:40,000 | 24×31 | 1932 |
| 5144 | .50 | Santa Monica Bay | do | 1:40,000 | 22×34 | 1930 |
| 5146 | .75 | Los Angeles and Long Beach Harbors | do | 1:10,000 | 34×40 | 1933 |
| 5202 | .75 | Point Fermin to Point Conception | do | *1:220,000 | 31×44 | 1932 |
| 5261 | .25 | Santa Barbara | do | 1:20,000 | 20×26 | 1930 |
| 5302 | .75 | Point Conception to Point Sur | do | *1:216,000 | 31×44 | 1914 |
| 5386 | .25 | San Luis Obispo Bay and approaches | do | 1:20,000 | 17×26 | 1923 |
| 5402 | .75 | Point Sur to San Francisco | do | *1:210,000 | 32×40 | 1931 |
| 5403 | .75 | Monterey Bay | do | 1:50,000 | 29×38 | 1926 |
| 5476 | .75 | Pfeiffer Point to Cypress Point | do | 1:40,000 | 26×42 | 1910 |
| 5502 | .75 | San Francisco to Point Arena | do | *1:208,000 | 32×40 | 1932 |
| 5520 | .25 | Halfmoon Bay | do | 1:20,000 | 18×20 | 1927 |
| 5525 | .50 | Mare Island Strait | do | 1:10,000 | 23×35 | 1932 |
| 5530 | .75 | San Francisco Bay | do | 1:80,000 | 34×41 | 1932 |
| 5531 | .75 | San Francisco Bay, southern part | do | 1:50,000 | 33×36 | 1926 |
| 5532 | .75 | San Francisco Entrance | do | 1:40,000 | 33×41 | 1933 |
| 5533 | .75 | San Pablo Bay | do | 1:40,000 | 33×41 | 1927 |
| 5534 | .75 | Suisun Bay | do | 1:40,000 | 28×41 | 1932 |
| 5535 | .75 | San Francisco Bay, Candlestick Point to Angel Island, continuation to Oakland Airport | do | 1:20,000 | 34×44 | 1932 |
| 5599 | .25 | Drakes Bay | do | 1:40,000 | 19×30 | 1931 |
| 5602 | .75 | Point Arena to Trinidad Head | do | *1:203,000 | 32×46 | 1931 |
| | | Rockport Landing | | 1:10,000 | | |
| 5603 | .75 | Bodega and Tomales Bays | California | 1:30,000 | 33×42 | 1923 |
| 5703 | .75 | Greenwood to Fort Bragg | do | 1:40,000 | 27×43 | 1931 |
| | | Russian Gulch Landing | | 1:10,000 | | |
| | | Fort Bragg Landing | | 1:10,000 | | |
| | | Greenwood Landing | | 1:10,000 | | |
| | | Approaches to Albion | | 1:10,000 | | |
| 5710 | .25 | Caspar Anchorage | California | 1:10,000 | 19×27 | 1931 |
| | | Mendocino Bay | | 1:10,000 | | |
| 5773 | .25 | Shelter Cove | California | 1:15,000 | 12×14 | 1913 |
| 5795 | .50 | Cape Mendocino and vicinity | do | 1:40,000 | 25×38 | 1923 |
| 5832 | .50 | Humboldt Bay | do | 1:30,000 | 25×30 | 1932 |
| | | INLAND CHART | | | | |
| 5001 | .75 | Lake Tahoe | Calif.-Nev. | 1:40,000 | 28×43 | 1923 |

* Scale approximate.

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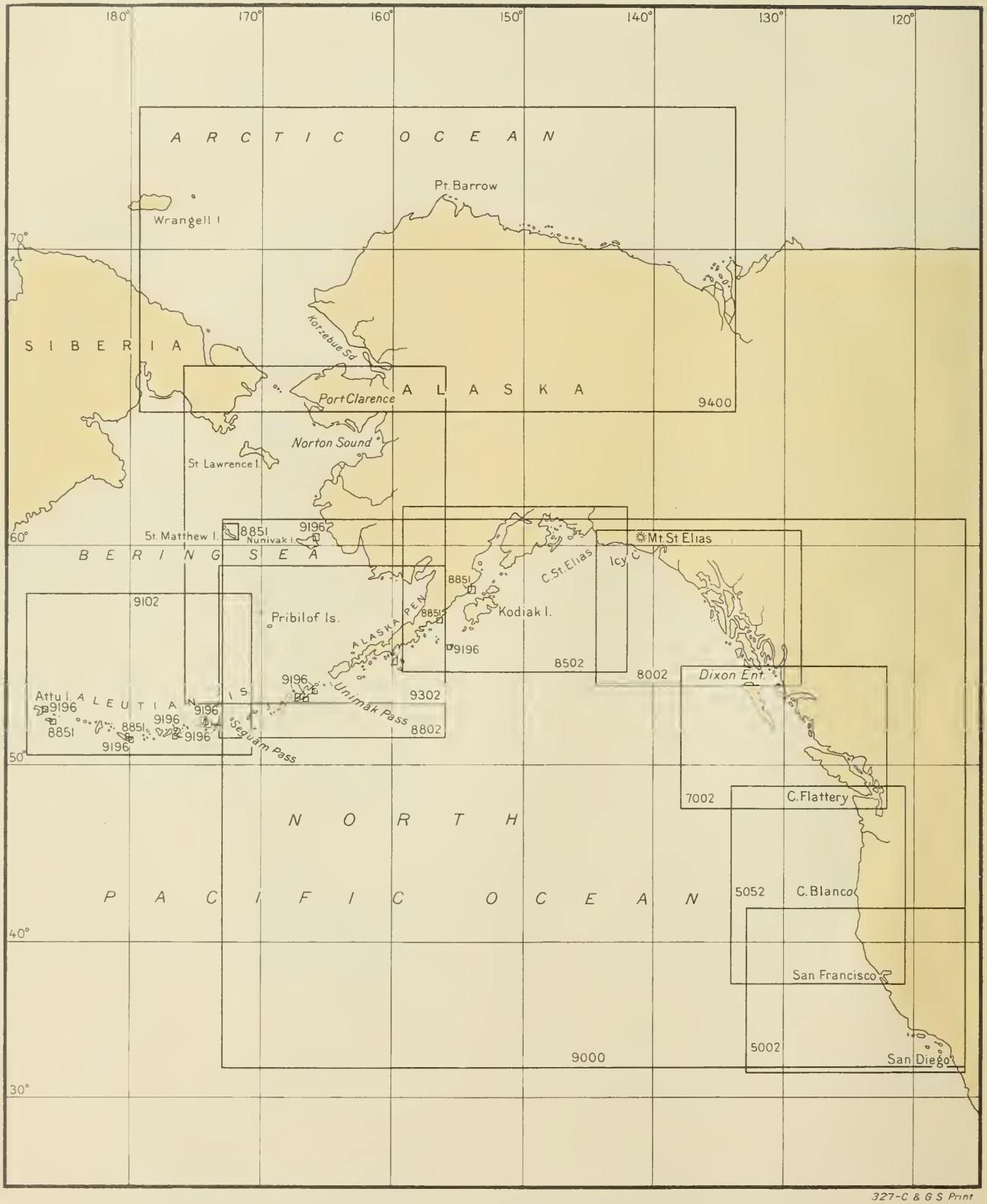
GENERAL, COAST AND HARBOR CHARTS OF THE PACIFIC COAST – CONTINUED

## GENERAL, COAST, AND HARBOR CHARTS OF THE PACIFIC COAST—Continued

| No. | Price | Title | State | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|---|
| | | TRINIDAD HEAD TO VANCOUVER, B. C. | | | | |
| 5702 | $0.75 | Trinidad Head to Cape Blanco | Calif. and Oreg. | *1:197,000 | 31×41 | 1930 |
| 5802 | .75 | Cape Blanco to Yaquina Head | Oregon | *1:191,000 | 31×43 | 1930 |
| 5846 | .25 | Trinidad Harbor | California | 1:15,000 | 14×18 | 1931 |
| 5895 | .25 | St. George Reef and Crescent City | do | 1:40,000 | 24×25 | 1931 |
| 5896 | .75 | Pyramid Point to Cape Sebastian | Oreg. and Calif. | 1:40,000 | 33×43 | 1931 |
| 5902 | .75 | Yaquina Head to Columbia River | Oreg. and Wash. | *1:200,000 | 31×41 | 1930 |
| 5951 | .75 | Cape Sebastian to Humbug Mountain | Oregon | 1:40,000 | 28×41 | 1930 |
| 5952 | .25 | Cape Blanco and Reef | do | 1:40,000 | 21×27 | 1930 |
| 5971 | .25 | Coquille River entrance | do | 1:10,000 | 19×33 | 1932 |
| 5984 | .75 | Coos Bay | do | 1:20,000 | 29×38 | 1933 |
| 6002 | .75 | Columbia River to Destruction Island | Oreg. and Wash. | *1:200,000 | 32×39 | 1932 |
| 6004 | .25 | Umpqua River, entrance bar to Reedsport | Oregon | 1:20,000 | 24×28 | 1932 |
| 6023 | .25 | Siuslaw River | do | 1:20,000 | 17×18 | 1933 |
| 6058 | .50 | Yaquina River and approaches | do | 1:20,000 | 26×30 | 1932 |
| 6102 | .75 | Approaches to Strait of Juan de Fuca, Destruction Island to Amphitrite Point | Wash. and B. C. | *1:176,000 | 33×43 | 1918 |
| 6112 | .50 | Tillamook Bay | Oregon | 1:20,000 | 26×32 | 1932 |
| 6122 | .25 | Nehalem River | do | 1:20,000 | 16×19 | 1932 |
| 6146 | .50 | Columbia River—Vancouver to Reed Island | Oreg. and Wash. | 1:40,000 | 23×34 | 1921 |
| 6151 | .75 | Columbia River—Entrance to Harrington Point | do | 1:40,000 | 25×41 | 1931 |
| 6152 | .75 | Columbia River—Harrington Point to Crims Island | do | 1:40,000 | 25×43 | 1931 |
| 6153 | .75 | Columbia River—Crims Island to Saint Helens | do | 1:40,000 | 33×39 | 1931 |
| 6154 | .50 | Columbia River—Saint Helens to Willamette River, including Vancouver and Portland | do | 1:40,000 | 20×41 | 1932 |
| 6155 | .75 | Port of Portland, including Vancouver | do | 1:20,000 | 25×44 | 1932 |
| | | Multnomah Channel, southern part | | 1:10,000 | | |
| 6185 | .75 | Willapa Bay | Washington | 1:40,000 | 30×43 | 1932 |
| 6195 | .50 | Grays Harbor and Chehalis River to Montesano | do | 1:40,000 | 25×39 | 1932 |
| 6265 | .75 | Cape Flattery | do | 1:40,000 | 30×40 | 1926 |
| 6300 | .75 | Georgia Strait and Strait of Juan de Fuca | Wash. and B. C. | 1:200,000 | 28×42 | 1932 |
| 6303 | .25 | Port Angeles, Strait of Juan de Fuca | Washington | 1:10,000 | 19×31 | 1932 |
| 6377 | .25 | Anacortes Harbor, Washington Sound | do | 1:40,000 | 13×16 | 1929 |
| 6378 | .50 | Bellingham Bay | do | 1:40,000 | 26×31 | 1928 |
| 6380 | .75 | Strait of Juan de Fuca to Georgia Strait | Wash. and B. C. | 1:80,000 | 34×42 | 1928 |
| 6381 | .75 | Roche Harbor and approaches | Washington | 1:10,000 | 33×37 | 1914 |
| 6382 | .75 | Strait of Juan de Fuca, Eastern Part | Wash. and B. C. | 1:80,000 | 32×43 | 1927 |
| 6399 | .25 | Semiamoo Bay, Georgia Strait | Washington | 1:30,000 | 14×16 | 1925 |
| 6403 | .25 | Port Discovery and Washington Harbor | do | 1:40,000 | 19×22 | 1929 |
| 6405 | .50 | Port Townsend, Admiralty Inlet | do | 1:20,000 | 26×36 | 1924 |
| 6406 | .25 | Port Ludlow | do | 1:10,000 | 23×26 | 1928 |
| 6407 | .50 | Tacoma Harbor | do | 1:15,000 | 26×36 | 1931 |
| 6412 | .25 | Port Gamble, Hood Canal | do | 1:20,000 | 16×23 | 1928 |
| 6440 | .25 | Sinclair Inlet | do | 1:10,000 | 23×32 | 1931 |
| 6443 | .50 | Port Orchard, northern part, Puget Sound | do | 1:20,000 | 27×34 | 1919 |
| 6444 | .75 | Port Orchard, southern part, Puget Sound | do | 1:20,000 | 33×44 | 1932 |
| 6447 | .75 | Lake Washington Ship Canal, Puget Sound to Lake Washington | do | 1:10,000 | 29×44 | 1926 |
| 6448 | .25 | Everett Harbor and approaches | do | 1:40,000 | 17×80 | 1931 |
| 6449 | .75 | Seattle Harbor and Lake Washington | do | 1:25,000 | 32×40 | 1922 |
| 6450 | .75 | Admiralty Inlet, and Puget Sound to Seattle | do | 1:80,000 | 33×42 | 1928 |
| 6460 | .75 | Puget Sound, Seattle to Olympia | do | 1:80,000 | 32×39 | 1924 |
| 6462 | .50 | Olympia Harbor and Budd Inlet | do | 1:20,000 | 20×37 | 1931 |

* Scale approximate.



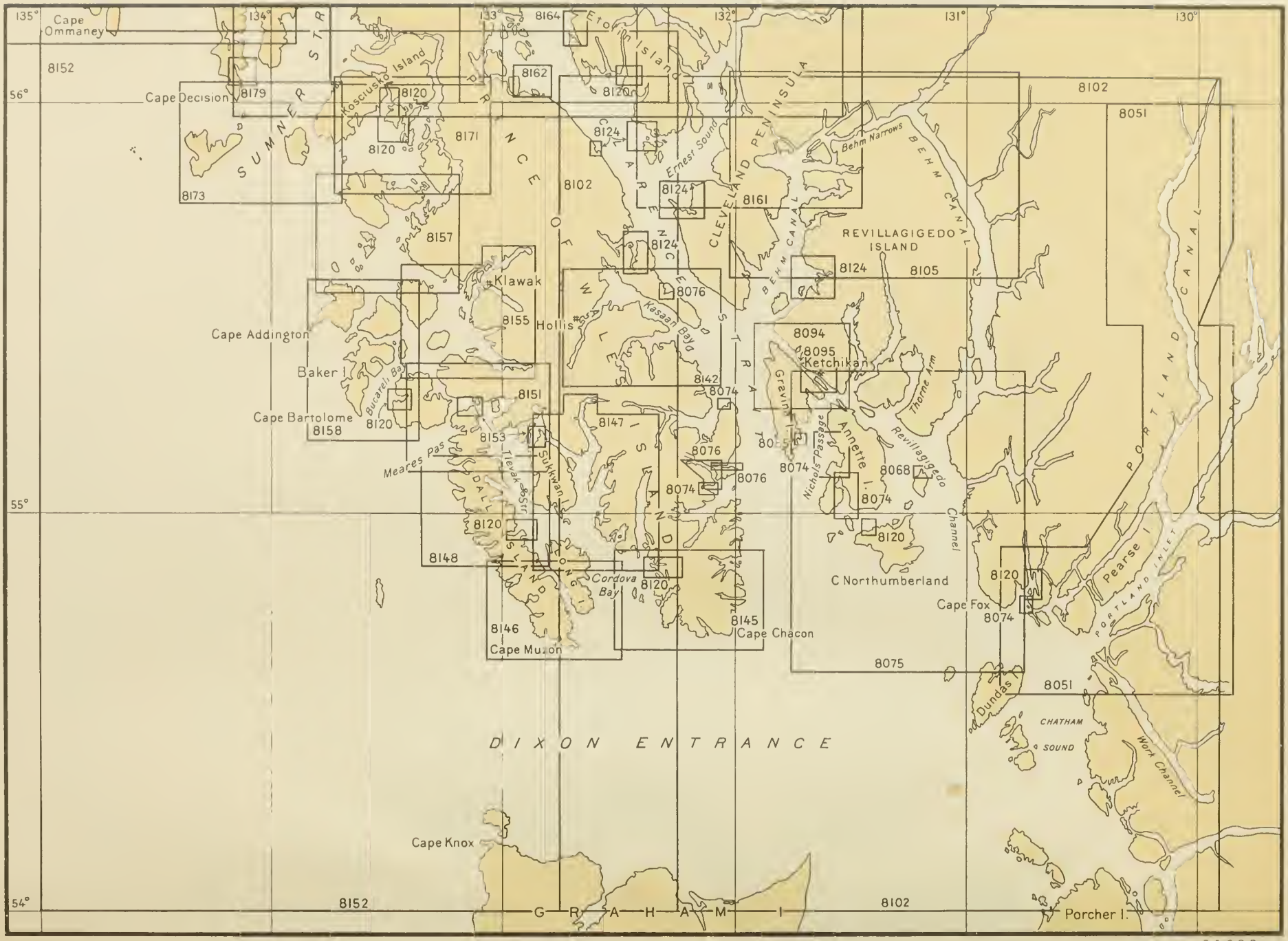

327-C & G S Print

SAILING CHARTS, PACIFIC COAST, AND SAILING AND HARBOR CHARTS, ALASKA

# SAILING CHARTS, PACIFIC COAST, AND SAILING AND HARBOR CHARTS, ALASKA

| No. | Price | Title | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|
| | | **SAILING CHARTS** | | | |
| 5002 | $0.75 | San Diego to Point St. George | *1:1,499,000 | 32×41 | 1932 |
| 5052 | .75 | San Francisco to Cape Flattery | *1:1,301,000 | 33×38 | 1932 |
| 7002 | .75 | Cape Flattery to Dixon Entrance | *1:1,198,000 | 29×40 | 1930 |
| 8002 | .75 | Dixon Entrance to Cape St. Elias | *1:1,000,000 | 31×40 | 1929 |
| 8502 | .75 | Cape St. Elias to Shumagin Islands | *1:1,000,000 | 33×42 | 1930 |
| 8802 | .75 | Alaska Peninsula and Aleutian Islands to Seguam Pass | *1:999,000 | 33×42 | 1928 |
| 9000 | .75 | San Diego to Bering Sea | *1:4,500,000 | 29×37 | 1930 |
| 9102 | .75 | Aleutian Islands, Amukta Island to Attu Island | *1:999,000 | 32×43 | 1916 |
| 9302 | .75 | Bering Sea, eastern part | *1:1,600,000 | 30×38 | 1928 |
| 9400 | .75 | Arctic Coast of Alaska | *1:1,600,000 | 26×44 | 1928 |
| | | **HARBOR CHARTS, ALASKA** | | | |
| 8851 | .50 | Harbors and anchorages, southwestern Alaska | | 27×28 | 1932 |
| | | Kukak Bay, Alaska Peninsula | 1:100,000 | | |
| | | Port Wrangell, Alaska Peninsula | 1:110,000 | | |
| | | Kashega Bay, Unalaska Island (see page 34) | 1:25,000 | | |
| | | Mist Harbor, Nagai Island (see page 34) | 1:6,100 | | |
| | | Sandy Cove, Little Koniuji Island (see page 34) | 1:24,200 | | |
| | | Dolgoi Harbor, Dolgoi Island (see page 34) | 1:40,000 | | |
| | | Kirilof Bay, Amchitka Island | 1:28,000 | | |
| | | McDonald Bay, Agattu Island | 1:75,000 | | |
| | | St. Matthew Island, Bering Sea | 1:156,000 | | |
| 9196 | .50 | Anchorages and harbors, Aleutian Islands | | 27×32 | 1931 |
| | | Southwest Anchorage, Chirikof Island (see page 34) | 1:53,600 | | |
| | | Cape Etolin Anchorage, Nunivak Island | 1:31,000 | | |
| | | English Bay, Unalaska Island | 1:20,000 | | |
| | | Kuliliak Bay, Unalaska Island | 1:43,500 | | |
| | | Chernofski Harbor, Unalaska Island | 1:36,000 | | |
| | | Sviechnikof Harbor, Amlia Island | 1:52,000 | | |
| | | Nazan Bay, Atka Island | 1:60,000 | | |
| | | Korovin Bay, Atka Island | 1:194,000 | | |
| | | Bay of Islands, North Island Anchorage, Adak Island | 1:20,000 | | |
| | | Bay of Waterfalls, Adak Island | 1:95,000 | | |
| | | Constantine Harbor, Amchitka Island | 1:43,000 | | |
| | | Chichagof Harbor, Attu Island | 1:19,000 | | |

* Scale approximate.


135°
134°
133°
132°
131°
130°
56°
55°
54°
Cape Ommaney
8152
Cape Decision
8179
Kosciusko Island
8120
8171
8173
SUMNER STR
8164
Etolin Island
8162
8120
8102
8124
Ernest Sound
CLARENCE STRAIT
CLEVELAND PENINSULA
Behm Narrows
BEHM CANAL
8161
8051
REVILLAGIGEDO ISLAND
8124
8105
8157
Klawak
8076
Kasaan Bay
8155
Hollis
Cape Addington
Baker I
Bucareli Bay
8151
Cape Bartolome
8158
8120
8153
Meares Pas
Tlevak Str
Sukkwan I
DALL ISLAND
8120
8148
Cordova Bay
8120
8146
Cape Muzon
8145
Cape Chacon
DIXON ENTRANCE
8094
8095
Ketchikan
8142
8074
Gravina I
Thorne Arm
Revillagigedo Channel
Nichols Passage
Annette I.
8074
8068
8074
8120
C Northumberland
8120
Pearse I
PORTLAND INLET
Cape Fox
8074
8075
8051
Dundas I
CHATHAM SOUND
Work Channel
PORTLAND CANAL
Cape Knox
8152
GRAHAM I
8102
Porcher I.

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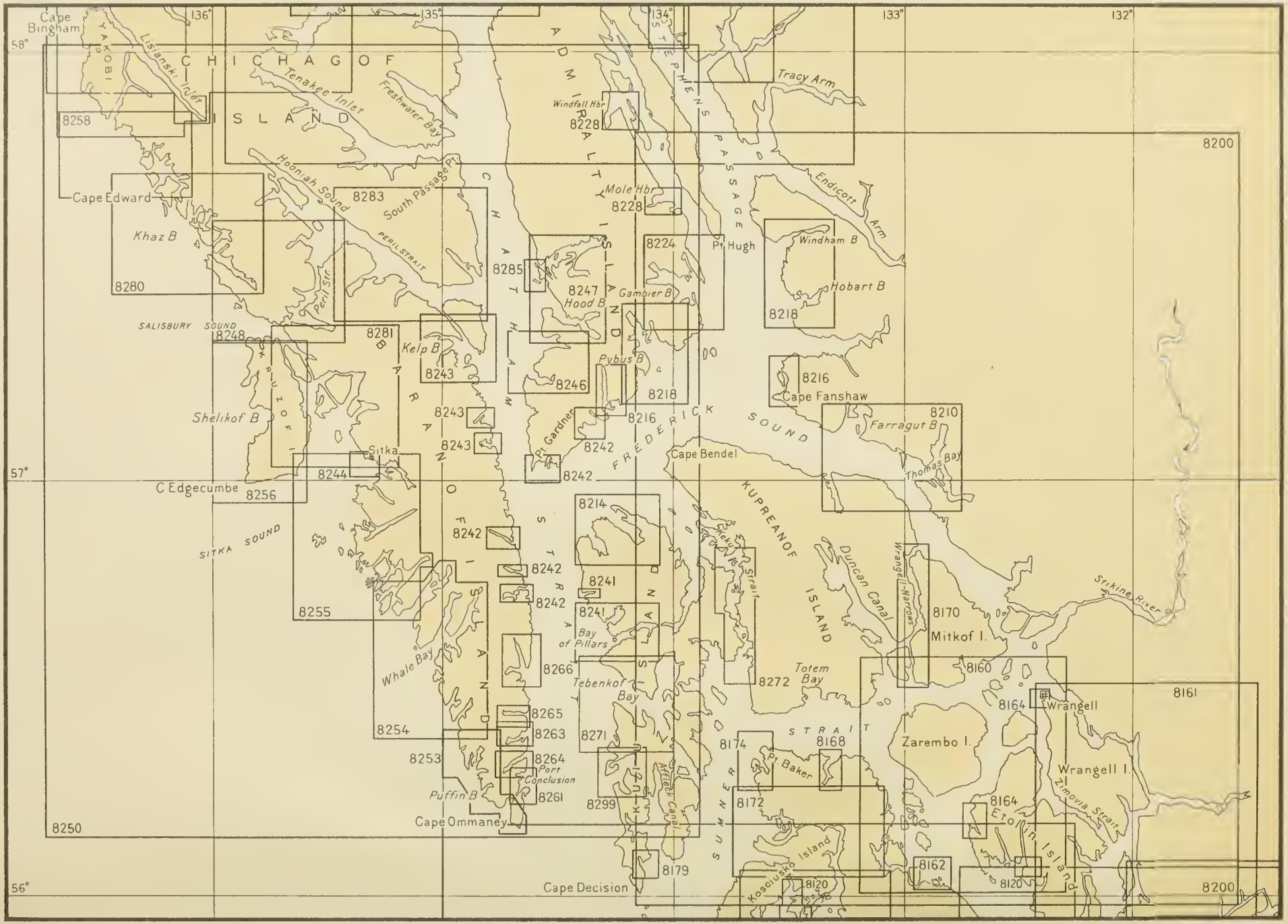
# GENERAL CHARTS AND HARBOR CHARTS, ALASKA

| No. | Price | Title | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|
| | | DIXON ENTRANCE TO SUMNER STRAIT | | | |
| 8051 | $0.75 | Portland Canal | *1:100,000 | 25×40 | 1911 |
| 8068 | .25 | Customhouse Cove and Mary Island Anchorage | 1:10,000 | 16×20 | 1931 |
| 8074 | .75 | Harbors in Dixon Entrance and Clarence Strait | | 34×36 | 1931 |
| | | Port Tongass and Chasina Anchorage | 1:10,000 | | |
| | | Niblack Anchorage and Port Chester | 1:20,000 | | |
| | | Tamgas Harbor | 1:40,000 | | |
| 8075 | .75 | Revillagigedo Channel | 1:80,000 | 33×42 | 1917 |
| 8076 | .25 | Harbors in Clarence Strait | | 21×25 | 1922 |
| | | North Arm of Moira Sound | 1:20,000 | | |
| | | Port Johnson and Dolomi Bay | 1:20,000 | | |
| | | Lyman Anchorage | 1:10,000 | | |
| 8085 | .25 | Seal Cove, Nichols Passage | 1:5,000 | 17×22 | 1927 |
| 8094 | .75 | Tongass Narrows | 1:30,000 | 32×36 | 1931 |
| 8095 | .75 | Ketchikan Harbor | 1:10,000 | 31×36 | 1931 |
| 8102 | .75 | Hecate Strait to Etolin Island, including Behm and Portland Canals | *1:229,000 | 33×41 | 1932 |
| 8105 | .75 | Behm Canal, northern part | 1:80,000 | 28×41 | 1910 |
| | | Yes Bay | 1:40,000 | | |
| | | Convenient Cove | 1:20,000 | | |
| 8120 | .75 | Harbors in southeastern Alaska | | 27×43 | 1920 |
| | | Ryus Bay, Duke Island | 1:10,000 | | |
| | | Marble Passage, southern part and approaches, Davidson Inlet | 1:20,000 | | |
| | | Tokeen Bay Entrance, Davidson Inlet | 1:20,000 | | |
| | | Hunter Bay and approaches, Prince of Wales Island | 1:20,000 | | |
| | | Burnett Inlet, Etolin Island | 1:20,000 | | |
| | | Port Santa Cruz, Suemez Island | 1:20,000 | | |
| | | Rose Inlet, Dall Island | 1:20,000 | | |
| | | Nakat Harbor, Naket Inlet | 1:20,000 | | |
| 8124 | .50 | Harbor charts, Clarence Strait and Behm Canal | | 28×28 | 1932 |
| | | Naha, Tolstoi, and Union Bays | 1:40,000 | | |
| | | Ratz Harbor, Prince of Wales Island | 1:10,000 | | |
| | | Dewey Anchorage, Etolin Island | 1:20,000 | | |
| 8142 | .75 | Kasaan Bay | 1:40,000 | 32×44 | 1927 |
| 8145 | .75 | Kendrick Bay to Shipwreck Point, Prince of Wales Island | 1:40,000 | 31×41 | 1923 |
| 8146 | .75 | Southern part of Dall Island | 1:40,000 | 28×38 | 1932 |
| 8147 | .75 | North end of Cordova Bay and Hetta Inlet | 1:40,000 | 33×41 | 1931 |
| 8148 | .75 | Central part of Dall Island | 1:40,000 | 31×36 | 1930 |
| 8151 | .75 | Northern part of Tlevak Strait and Ulloa Channel | 1:40,000 | 30×41 | 1929 |
| 8152 | .75 | Dixon Entrance to Chatham Strait | *1:229,000 | 31×43 | 1925 |
| 8153 | .25 | Tlevak and Sukkwan Narrows | 1:29,000 | 12×21 | 1932 |
| 8155 | .75 | Ulloa Channel to San Christoval Channel | 1:40,000 | 30×36 | 1932 |
| | | Continuation to the head of Big Salt Lake | 1:40,000 | | |
| | | North Entrance | 1:10,000 | | |
| 8157 | .75 | San Christoval Channel to Cape Lynch | 1:40,000 | 32×40 | 1929 |
| 8158 | .75 | Baker, Noyes, and Lulu Islands and adjacent waters | 1:40,000 | 32×43 | 1923 |
| 8161 | .75 | Ernest Sound, Eastern Passage and Zimovia Strait | 1:80,000 | 31×44 | 1924 |
| 8171 | .75 | Davidson Inlet and Sea Otter Sound | 1:40,000 | 31×41 | 1932 |
| 8173 | .75 | Southern Entrances to Sumner Strait | 1:40,000 | 31×45 | 1929 |

* Scale approximate.

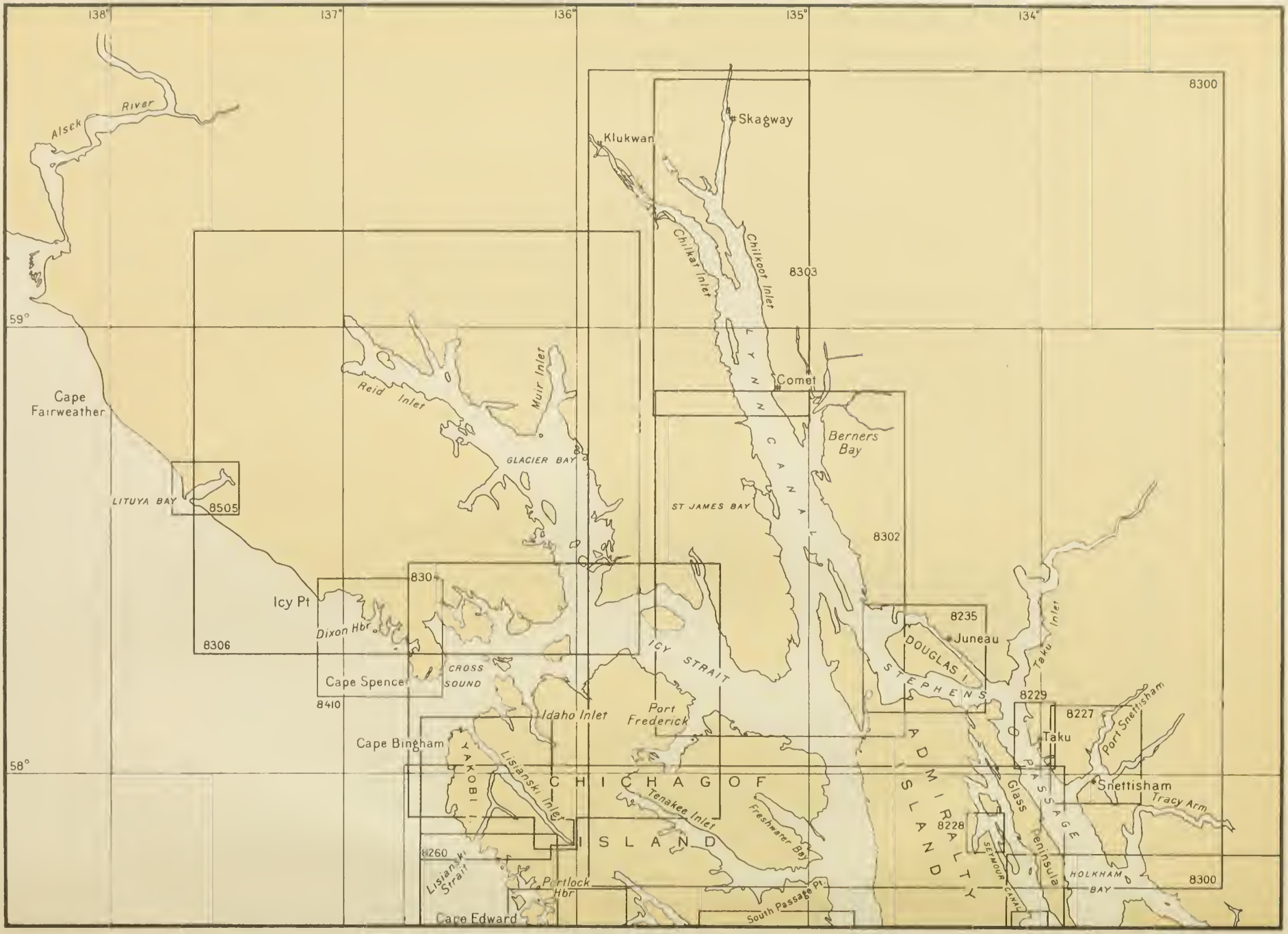





GENERAL CHARTS AND HARBOR CHARTS, ALASKA -- CONTINUED

## GENERAL CHARTS AND HARBOR CHARTS, ALASKA—Continued

| No. | Price | Title | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|
| | | CAPE DECISION TO CAPE BINGHAM | | | |
| 8160 | $0.50 | Zarembo Island and approaches | 1:80,000 | 29×31 | 1931 |
| 8161 | .75 | Ernest Sound, Eastern Passage and Zimovia Strait | 1:80,000 | 31×44 | 1924 |
| 8162 | .75 | Lake Bay and Approaches, Clarence Strait | 1:10,000 | 34×34 | 1933 |
| 8164 | .25 | Steamer Bay, Wrangell Harbor, and Highfield Anchorage | | 18×29 | 1931 |
| | | Steamer Bay, Etolin Island | 1:20,000 | | |
| | | Wrangell Harbor and Highfield Anchorage | 1:10,000 | | |
| 8168 | .25 | Red Bay, Prince of Wales Island | 1:20,000 | 14×21 | 1931 |
| 8170 | .75 | Wrangell Narrows | 1:20,000 | 31×39 | 1931 |
| 8172 | .75 | Shakan and Shipley Bays and part of El Capitan Passage | 1:40,000 | 26×40 | 1925 |
| 8174 | .25 | Port Protection, Prince of Wales Island | 1:20,000 | 19×28 | 1931 |
| 8179 | .25 | Port McArthur, Kuiu Island | 1:10,000 | 25×25 | 1901 |
| 8200 | .75 | Frederick Sound and Sumner Strait | 1:200,000 | 33×41 | 1931 |
| 8210 | .75 | Thomas, Farragut, and Portage Bays | 1:40,000 | 30×39 | 1930 |
| 8214 | .25 | Saginaw and Security Bays | 1:40,000 | 20×23 | 1909 |
| 8216 | .50 | Woewodski and Eliza Harbors | 1:20,000 | 26×27 | 1920 |
| | | Fanchaw Bay and Cleveland Passage. | | | |
| 8218 | .50 | Pybus, Hobart, and Windham Bays | 1:40,000 | 27×34 | 1932 |
| 8224 | .25 | Gambier Bay, Stephens Passage | 1:40,000 | 22×24 | 1932 |
| 8228 | .25 | Windfall and Mole Harbors | 1:20,000 | 20×30 | 1913 |
| 8241 | .75 | Bay of Pillars, Chatham Strait | 1:20,000 | 31×41 | 1907 |
| | | Washington Bay, Chatham Strait | 1:10,000 | | |
| 8242 | .50 | Harbors in Chatham Strait and vicinity, Hoggatt, Red Bluff, Gut, Herring and Chapin Bays, Surprise Harbor and Murder Cove. | 1:20,000 | 28×30 | 1929 |
| 8243 | .25 | Kelp, Takatz, and Warm Spring Bays, Chatham Strait | | 29×31 | 1930 |
| | | Kelp Bay | 1:40,000 | | |
| | | Takatz and Warm Spring Bays | 1:20,000 | | |
| 8244 | .75 | Sitka Harbor and approaches | 1:10,000 | 33×39 | 1930 |
| 8246 | .75 | Whitewater Bay and Chaik Bay, Chatham Strait | 1:20,000 | 31×38 | 1933 |
| 8247 | .50 | Hood Bay and Kootznahoo Inlet | 1:30,000 | 26×37 | 1932 |
| 8248 | .75 | Salisbury Sound and Peril Strait to Emmons Island | 1:40,000 | 34×34 | 1931 |
| | | Sergius Narrows | 1:20,000 | | |
| 8250 | .75 | Chatham Strait and Baranof Island | 1:200,000 | 34×42 | 1930 |
| 8253 | .75 | Cape Ommaney to Byron Bay | 1:20,000 | 33×44 | 1926 |
| 8254 | .75 | Snipe Bay to Crawfish Inlet | 1:40,000 | 31×42 | 1926 |
| | | Continuation of Necker Bay | 1:40,000 | | |
| 8255 | .75 | Crawfish Inlet to Sitka | 1:40,000 | 33×44 | 1929 |
| | | Continuation of Crawfish Inlet | 1:40,000 | | |
| 8256 | .75 | South and West Coast of Kruzof Island | 1:40,000 | 26×42 | 1931 |
| 8258 | .25 | Cape Edward to Lisianski Strait | 1:40,000 | 23×30 | 1928 |
| 8261 | .75 | Ports Alexander, Conclusion, and Armstrong | 1:10,000 | 29×39 | 1927 |
| 8263 | .25 | Port Walter, Chatham Strait | 1:20,000 | 14×19 | 1927 |
| 8264 | .25 | Port Lucy | 1:20,000 | 19×23 | 1928 |
| 8265 | .25 | Port Herbert | 1:20,000 | 15×21 | 1928 |
| 8266 | .25 | Patterson Bay and Deep Cove, Chatham Strait | 1:20,000 | 23×31 | 1931 |
| 8271 | .25 | Tebenkof Bay | 1:40,000 | 25×27 | 1929 |
| 8272 | .75 | Keku Strait, Monte Carlo Island to Entrance Island | 1:20,000 | 31×41 | 1931 |
| | | The Summit | 1:10,000 | | |
| | | Devils Elbow | 1:10,000 | | |
| 8280 | .75 | Khaz Bay | 1:40,000 | 32×38 | 1930 |
| | | Elbow Passage | 1:10,000 | | |
| 8281 | .75 | Sitka Sound to Salisbury Sound | 1:40,000 | 33×36 | 1930 |
| | | Neva Strait | 1:20,000 | | |
| 8283 | .75 | Peril Strait, Hooniah Sound to Chatham Strait | 1:40,000 | 33×41 | 1898 |
| 8285 | .25 | Killisnoo Harbor, Chatham Strait | 1:10,000 | 21×29 | 1931 |
| 8299 | .25 | Port Malmesbury, Chatham Strait | 1:40,000 | 14×14 | 1931 |




C. & G.S. Print

GENERAL CHARTS AND HARBOR CHARTS, ALASKA — CONTINUED

## GENERAL CHARTS AND HARBOR CHARTS, ALASKA—Continued

| No. | Price | Title | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|
| | | CAPE EDWARD TO LITUYA BAY | | | |
| 8227 | $0.25 | Port Snettisham, Stephens Passage | 1:40,000 | 23×26 | 1932 |
| 8229 | .25 | Slocum and Limestone Inlets and Taku Harbor | 1:20,000 | 21×31 | 1932 |
| 8235 | .50 | Gastineau Channel and part of Stephens Passage | 1:40,000 | 28×31 | 1924 |
| 8260 | .75 | Yakobi Island and Lisianski Inlet | 1:40,000 | 33×38 | 1929 |
| 8300 | .75 | Lynn Canal and Stephens Passage | 1:200,000 | 33×41 | 1926 |
| | | Hawk Inlet | 1:40,000 | | |
| 8302 | .75 | Lynn Canal, from entrance to Point Sherman, with subcharts of Fritz Cove, Barlow Cove Anchorage, Funter Bay, Swanson Harbor, and William Henry Bay, all on a scale of 1:20,000 | 1:80,000 | 34×42 | 1924 |
| 8303 | .50 | Lynn Canal; Point Sherman to Skagway | 1:80,000 | 20×41 | 1932 |
| 8304 | .75 | Icy Strait and Cross Sound | 1:80,000 | 32×40 | 1932 |
| | | Inian Cove | 1:20,000 | | |
| 8306 | .50 | Glacier Bay | 1:160,000 | 27×28 | 1910 |
| 8410 | .75 | Cape Spencer to Icy Point | 1:40,000 | 32×39 | 1930 |
| 8505 | .50 | Lituya Bay | 1:20,000 | 25×34 | 1929 |
| | | Lituya Bay Entrance | 1:10,000 | | |

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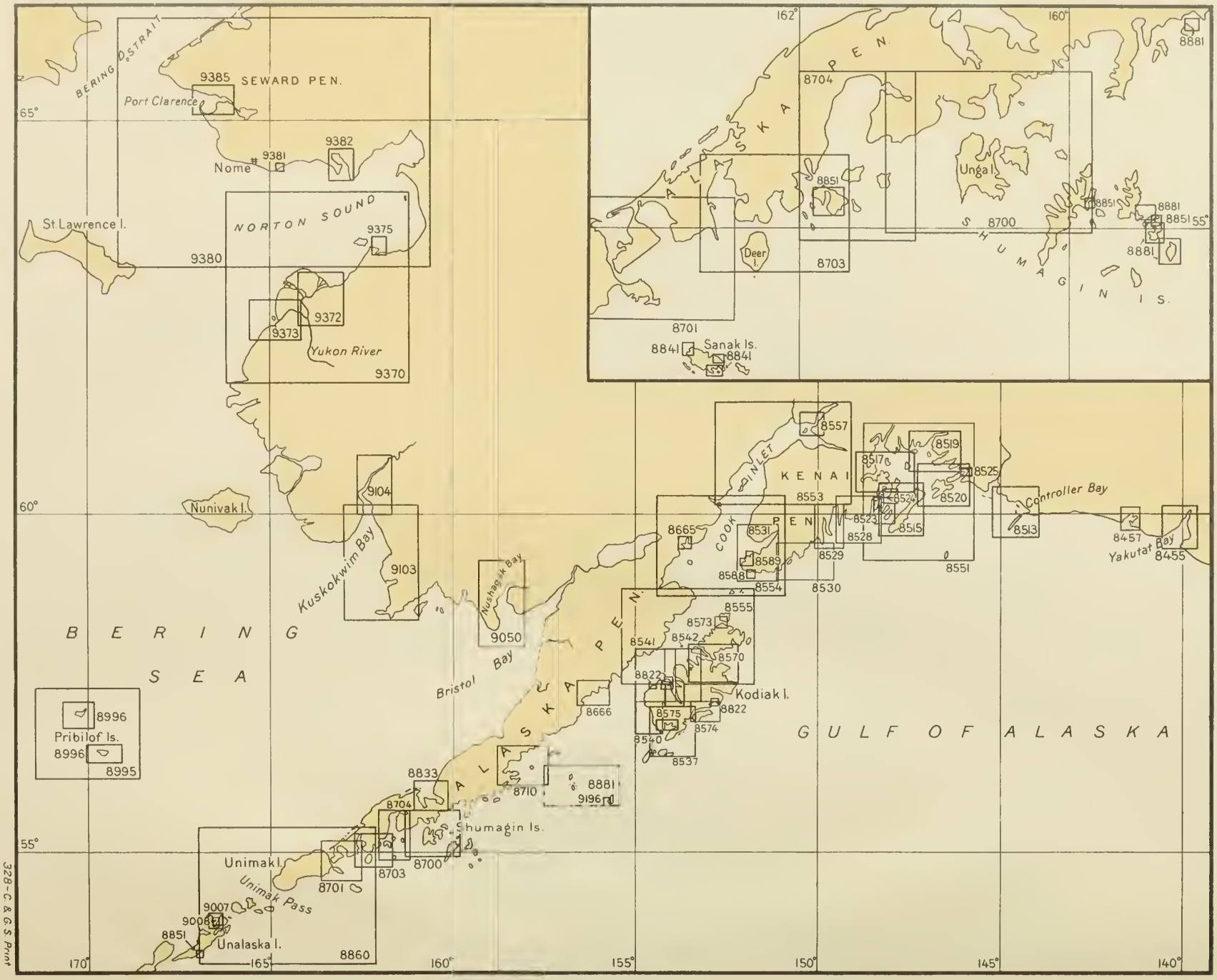



(3-4)

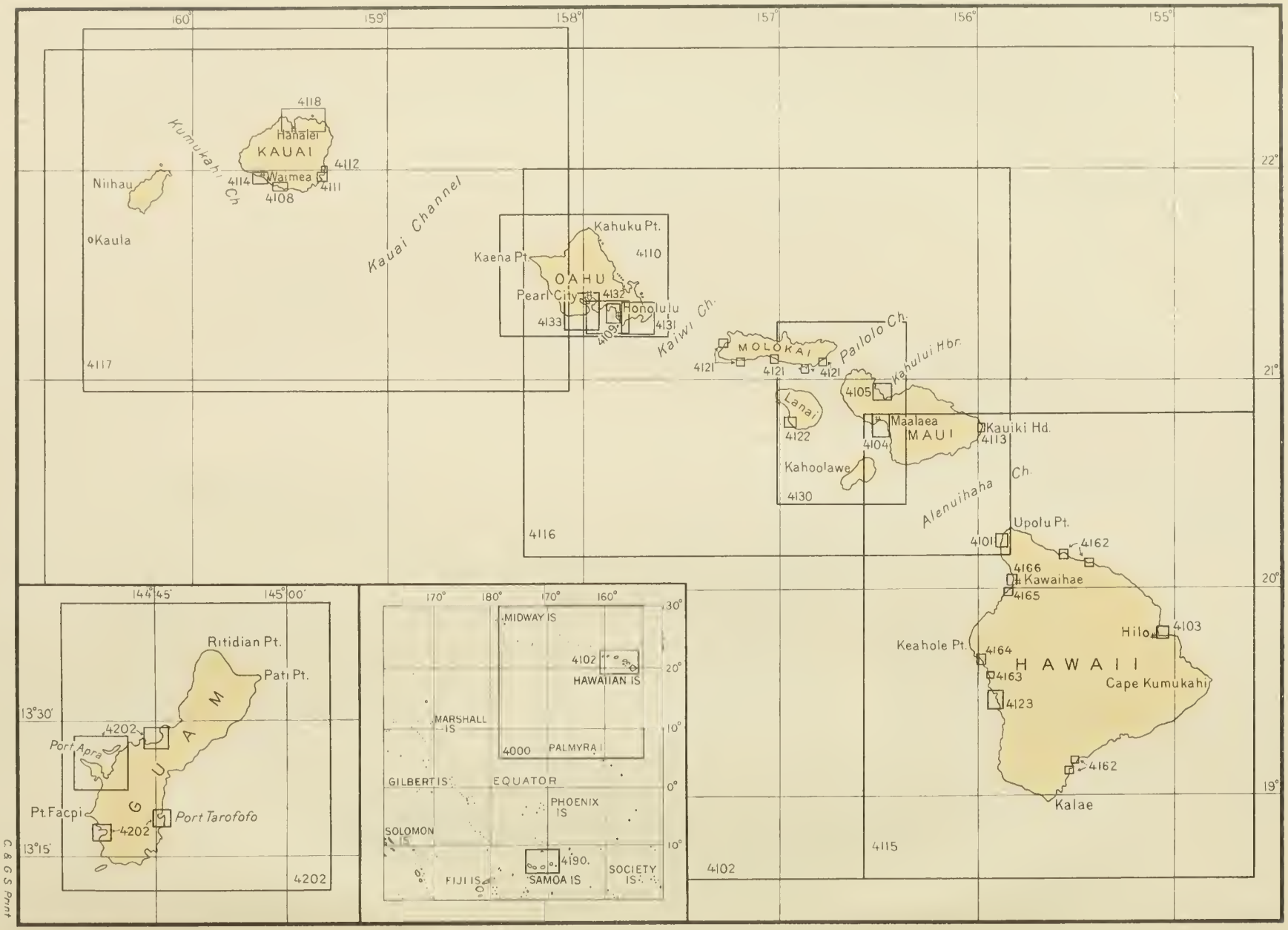
328-C & G S Print

GENERAL CHARTS AND HARBOR CHARTS, ALASKA — CONTINUED

| No. | Price | Title | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|
| | | YAKUTAT BAY TO BEHRING STRAIT | | | |
| 8455 | $0.50 | Yakutat Bay | 1:80,000 | 28×32 | 1910 |
| 8457 | .50 | Icy Bay, South Coast | 1:40,000 | 29×31 | 1923 |
| 8513 | .50 | Controller Bay | 1:100,000 | 29×32 | 1913 |
| 8515 | .75 | Prince William Sound, western entrance | 1:80,000 | 33×42 | 1930 |
| 8517 | .75 | Prince William Sound, western part | 1:80,000 | 31×45 | 1921 |
| 8519 | .75 | Prince William Sound; Port Fidalgo and Valdez Arm | 1:80,000 | 32×39 | 1932 |
| 8520 | .75 | Prince William Sound, eastern entrance | 1:80,000 | 32×43 | 1950 |
| 8523 | .75 | Latouche, Elrington and Prince of Wales Passages | 1:40,000 | 33×39 | 1929 |
| 8524 | .75 | Drier Bay, Prince William Sound | 1:20,000 | 32×35 | 1931 |
| 8525 | .25 | Orca Bay and Inlet, Channel Islands to Cordova | 1:30,000 | 15×15 | 1931 |
| 8528 | .75 | Point Elrington to Cape Resurrection | 1:80,000 | 32×33 | 1930 |
| 8529 | .75 | Cape Resurrection to Two Arm Bay | 1:80,000 | 28×37 | 1932 |
| 8530 | .75 | Seal Rocks to Gore Point | 1:80,000 | 30×41 | 1932 |
| 8531 | .75 | Gore Point to Anchor Point | 1:80,000 | 32×43 | 1932 |
| 8537 | .75 | Sitkinak Strait and Alitak Bay; Kodiak Island | 1:80,000 | 34×40 | 1932 |
| 8540 | .50 | Cape Alitak to Ikalik; Kodiak Island | 1:80,000 | 25×33 | 1932 |
| 8541 | .75 | Cape Ikolik to Cape Kuliuk, Kodiak Island | 1:80,000 | 32×35 | 1931 |
| 8542 | .75 | Uganik and Uyak Bays | 1:80,000 | 31×43 | 1931 |
| 8551 | .75 | Prince William Sound | *1:198,500 | 34×43 | 1930 |
| 8553 | .75 | Cook Inlet, northern part | *1:195,000 | 33×43 | 1915 |
| 8554 | .75 | Cook Inlet, southern part | *1:203,000 | 32×40 | 1932 |
| 8555 | .75 | Shelikof Strait and Afognak Island | *1:210,000 | 31×42 | 1930 |
| 8557 | .75 | Knik Arm, Fire Island to Goose Creek | 1:40,000 | 32×33 | 1921 |
| 8570 | .75 | Kodiak to Kupreanol Strait (including Kodiak Harbor, scale 1:10,000) | 1:80,000 | 32×43 | 1910 |
| 8573 | .75 | Shuyak Strait and Bfuefox Bay | 1:20,000 | 27×42 | 1928 |
| 8574 | .50 | Sitkalidak Strait, Cape Barnabas to Old Harbor | 1:40,000 | 24×38 | 1929 |
| 8575 | .75 | Part of Alitak Bay; Cape Alitak to Moser Bay | 1:20,000 | 34×43 | 1932 |
| 8588 | .50 | Port Chatham | 1:10,000 | 28×33 | 1920 |
| 8589 | .50 | Port Graham and Seldovia Bay | 1:20,000 | 25×37 | 1916 |
| 8665 | .50 | Iliamna Bay, Cook Inlet | 1:20,000 | 31×32 | 1917 |
| 8666 | .75 | Portage and Wide Bays | 1:50,000 | 30×41 | 1927 |
| 8700 | .75 | Shumagin Islands; Nagai Island to Unga Island | 1:100,000 | 31×39 | 1917 |
| | | Popof Strait | 1:30,000 | | |
| | | Delarof Harbor | 1:20,000 | | |
| 8701 | .75 | Morzhovoi Bay and Isanotski Strait | 1:80,000 | 33×36 | 1929 |
| 8703 | .50 | Dolgoi Island to Deer Island | 1:80,000 | 28×35 | 1927 |
| 8704 | .75 | Pavlof Bay and approaches | *1:80,000 | 28×40 | 1926 |
| 8710 | .75 | Chignik and Kujulik Bays (including Chignik Bay Anchorage and Mud Bays, scale 1:40,000) | 1:80,000 | 33×43 | 1927 |
| 8822 | .50 | Bays and anchorages in Alaska, south coast | | 22×38 | 1930 |
| | | Uyak Anchorage | 1:20,000 | | |
| | | Larsen Bay | 1:20,000 | | |
| | | Karluk Anchorage | 1:20,000 | | |
| | | Shearwater Bay | 1:15,000 | | |
| 8833 | .25 | Port Moller and Herendeen Bay | 1:80,000 | 23×28 | 1917 |
| 8841 | .25 | Harbors and anchorages, Sanak Island | | 20×21 | 1927 |
| | | Northeast Harbor, Sanak Island | 1:10,000 | | |
| | | Peterson Bay, Sanak Island | 1:20,000 | | |
| | | Sanak Harbor, Sanak Island | 1:10,000 | | |
| 8860 | .75 | Uniniak and Akutan Passes and approaches | *1:300,000 | 32×42 | 1928 |
| 8881 | .25 | Islands and harbors off Alaska Peninsula | | 19×21 | 1919 |
| | | Semidi Islands and Chirikof Island | *1:400,000 | | |
| | | Chiachi Islands | 1:17,000 | | |
| | | Northeast Harbor, Little Koniuji Island | *1:122,000 | | |
| | | Northwest and Yukon Harbors, Koniuji Islands | 1:64,000 | | |
| | | Simeonof Harbor, Simeonof Island | 1:90,000 | | |
| 8995 | .75 | Pribilof Islands, Bering Sea | *1:200,000 | 30×36 | 1910 |
| 8996 | .75 | St. Paul and St. George Islands, Pribilof Islands, Bering Sea (2 plans) | 1:75,000 | 30×39 | 1910 |
| 9007 | .25 | Unalaska Bay, Iliuliuk Bay, and Dutch Harbor | 1:40,000 | 21×25 | 1931 |
| 9008 | .50 | Dutch Harbor | 1:10,000 | 28×33 | 1915 |
| 9050 | .50 | Nushagak Bay and approaches | *1:150,000 | 23×37 | 1911 |
| 9103 | .50 | Kuskokwim Bay (including Goodnews Bay, scale 1:80,000) | *1:200,000 | 24×37 | 1916 |
| 9104 | .50 | Kuskokwim River—Eek Island to Bethel | 1:100,000 | 19×37 | 1918 |
| 9370 | .75 | Cape Romanzof to St. Michael | 1:300,000 | 34×36 | 1901 |
| 9372 | .75 | Yukon River, Apoon Mouth to Head of Passes (including Apoon Mouth, scale 1:20,000) | 1:80,000 | 32×38 | 1914 |
| 9373 | .75 | Yukon River, Kwikluak Mouth, west coast | 1:80,000 | 29×39 | 1901 |
| 9375 | .75 | St. Michael Bay, Norton Sound | 1:20,000 | 31×38 | 1901 |
| 9380 | .75 | Norton Sound | 1:400,000 | 33×41 | 1914 |
| 9381 | .25 | Port Safety, Norton Sound | 1:15,000 | 19×21 | 1905 |
| 9382 | .75 | Golofnin Bay, Norton Sound | 1:40,000 | 32×39 | 1903 |
| 9385 | .25 | Port Clarence and Grantley Harbor | 1:80,000 | 19×27 | 1912 |

*Scale approximate.

NOTE.—For additional harbor charts of western Alaska, see page 27.




C & G S Print

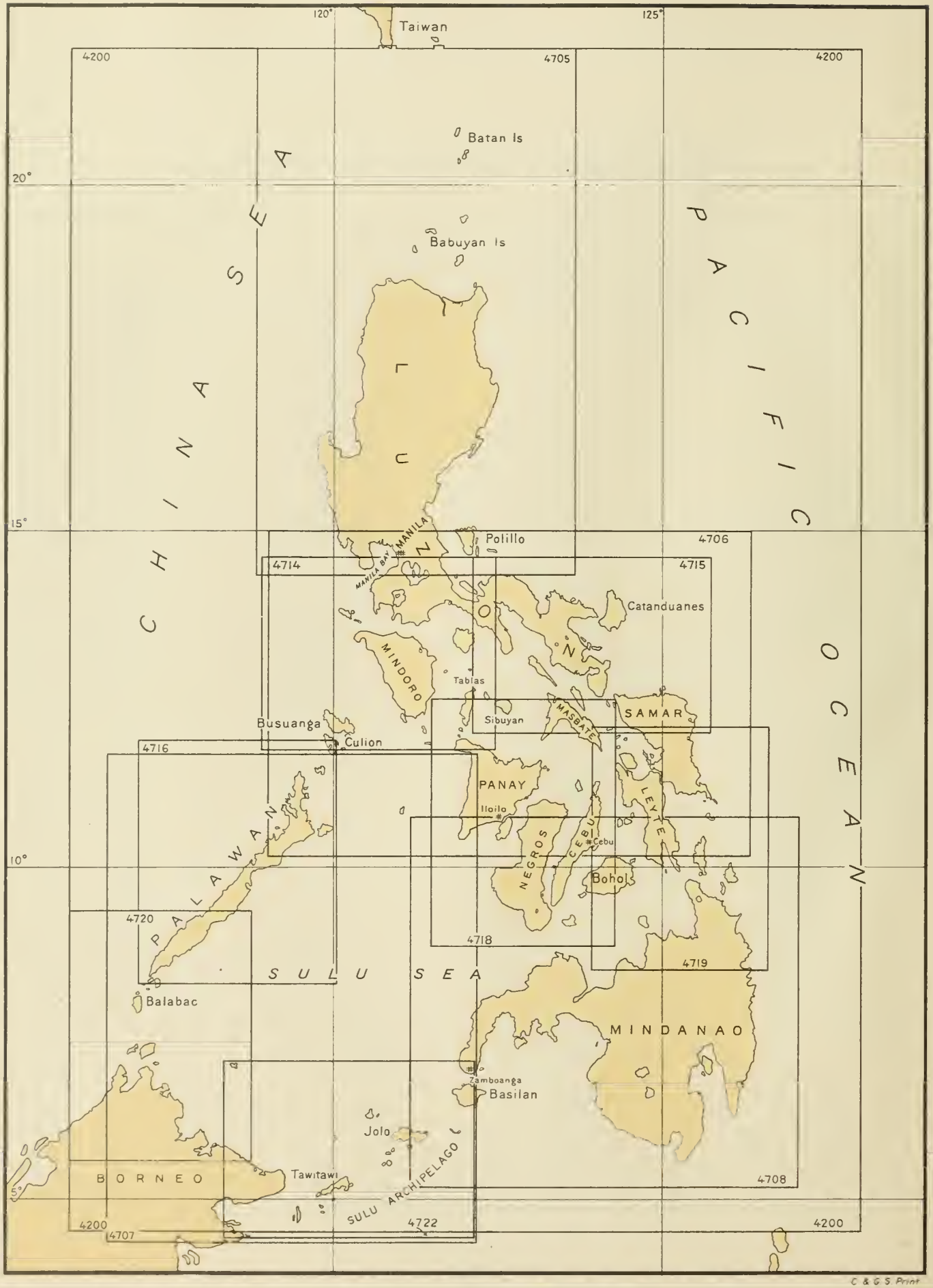
(36)

CHARTS OF HAWAIIAN ISLANDS, GUAM AND SAMOA

# CHARTS OF HAWAIIAN ISLANDS, GUAM, AND SAMOA

| No. | Price | Title | Island | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|---|
| | | SAILING, GENERAL, COAST, AND HARBOR CHARTS | | | | |
| 4000 | $0.75 | Territory of Hawaii | | *1:3,167,000 | 34×36 | 1931 |
| 4101 | .25 | Mahukona Harbor and approaches | Hawaii | 1:5,000 | 17×23 | 1931 |
| 4102 | .75 | Hawaiian Islands | do | *1:600,000 | 30×44 | 1932 |
| 4103 | .25 | Hilo Bay | do | 1:10,000 | 23×26 | 1932 |
| 4104 | .75 | Maalaea Bay | Maui | 1:10,000 | 32×40 | 1915 |
| 4105 | .25 | Kahului Harbor and approaches | do | 1:10,000 | 25×26 | 1931 |
| 4108 | .25 | Port Allen | Kauai | 1:5,000 | 19×28 | 1929 |
| 4109 | .50 | Honolulu Harbor | Oahu | 1:5,000 | 24×35 | 1931 |
| 4110 | .75 | Oahu | | 1:80,000 | 32×44 | 1928 |
| 4111 | .25 | Nawiliwili Bay | Kauai | 1:5,000 | 22×31 | 1930 |
| 4112 | .50 | Hanamaulu Bay | do | 1:2,500 | 26×33 | 1929 |
| 4113 | .25 | Hana Bay | Maui | 1:5,000 | 17×17 | 1932 |
| 4114 | .50 | Approacb to Waimea and Makaweli Landings | Kauai | 1:10,000 | 27×35 | 1928 |
| 4115 | .75 | Hawaii | Hawaii | *1:247,000 | 35×39 | 1932 |
| 4116 | .75 | Hawaii to Oahu | | *1:247,000 | 33×42 | 1932 |
| 4117 | .75 | Hawaiian Islands, Oahu to Niihau | | *1:250,000 | 31×43 | 1933 |
| 4118 | .75 | Haena Point to Kepuhi Point | Kauai | 1:20,000 | 28×44 | 1930 |
| 4121 | .50 | Harbors of Molokai | Molokai | | 28×34 | 1931 |
| | | Kaunakakai Harbor | | 1:5,000 | | |
| | | Pukoo Harbor | | 1:5,000 | | |
| | | Kamalo Harbor | | 1:5,000 | | |
| | | Kolo Harbor | | 1:5,000 | | |
| | | Papohaku Roadstead | | 1:5,000 | | |
| 4122 | .25 | Kaumalapau Harbor | Lanai | 1:2,500 | 15×16 | 1929 |
| 4123 | .50 | Kealakekua Bay to Honaunau Bay | Hawaii | 1:10,000 | 25×34 | 1928 |
| 4130 | .75 | Channels between Molokai, Maui, Lanai, and Kahoolawe | do | 1:80,000 | 33×44 | 1928 |
| 4131 | .75 | South Coast of Oahu, Makapuu Point to Diamond Head | Oahu | 1:20,000 | 34×42 | 1930 |
| 4132 | .75 | South Coast of Oahu, Diamond Head to Keahi Point | do | 1:20,000 | 34×42 | 1930 |
| 4133 | .75 | Soutb Coast of Oabu, Ahua Point to Barbers Point | do | 1:20,000 | 34×42 | 1927 |
| 4162 | .50 | Harbors and Landings | Hawaii | | 31×31 | 1931 |
| | | Punaluu Harbor | | 1:2,500 | | |
| | | Honuapo Harbor | | 1:2,500 | | |
| | | Honokaa Landing | | 1:2,500 | | |
| | | Kukuibaele Landing | | 1:2,500 | | |
| 4163 | .25 | Keauhou Bay—West Coast | do | 1:2,500 | 21×24 | 1932 |
| 4164 | .25 | Kailua Bay—West Coast | do | 1:5,000 | 19×20 | 1932 |
| 4165 | .25 | Puako Bay and vicinity—West Coast | do | 1:2,500 | 24×28 | 1932 |
| 4166 | .25 | Kawaihae—West Coast | do | 1:5,000 | 21×27 | 1932 |
| 4190 | .75 | United States possessions in the Samoa Islands | | | 33×39 | 1929 |
| | | Samoa Islands | | *1:2,000,000 | | |
| | | Tutuila Island | | 1:60,000 | | |
| | | Pago Pago Harbor, Tutuila Island | | 1:15,000 | | |
| | | Manua Islands | | 1:80,000 | | |
| | | Swains Island | | *1:40,120 | | |
| | | Rose Island | | *1:106,000 | | |
| 4202 | .50 | Guam Island, Marianas Islands | | 1:80,000 | 29×31 | 1906 |
| | | Port Tarofofo | Guam | 1:10,500 | | |
| | | Agaña Bay | do | 1:28,300 | | |
| | | Umatac Bay | do | 1:5,330 | | |
| | | Port Apra | do | 1:37,500 | | |

*Scale approximate.

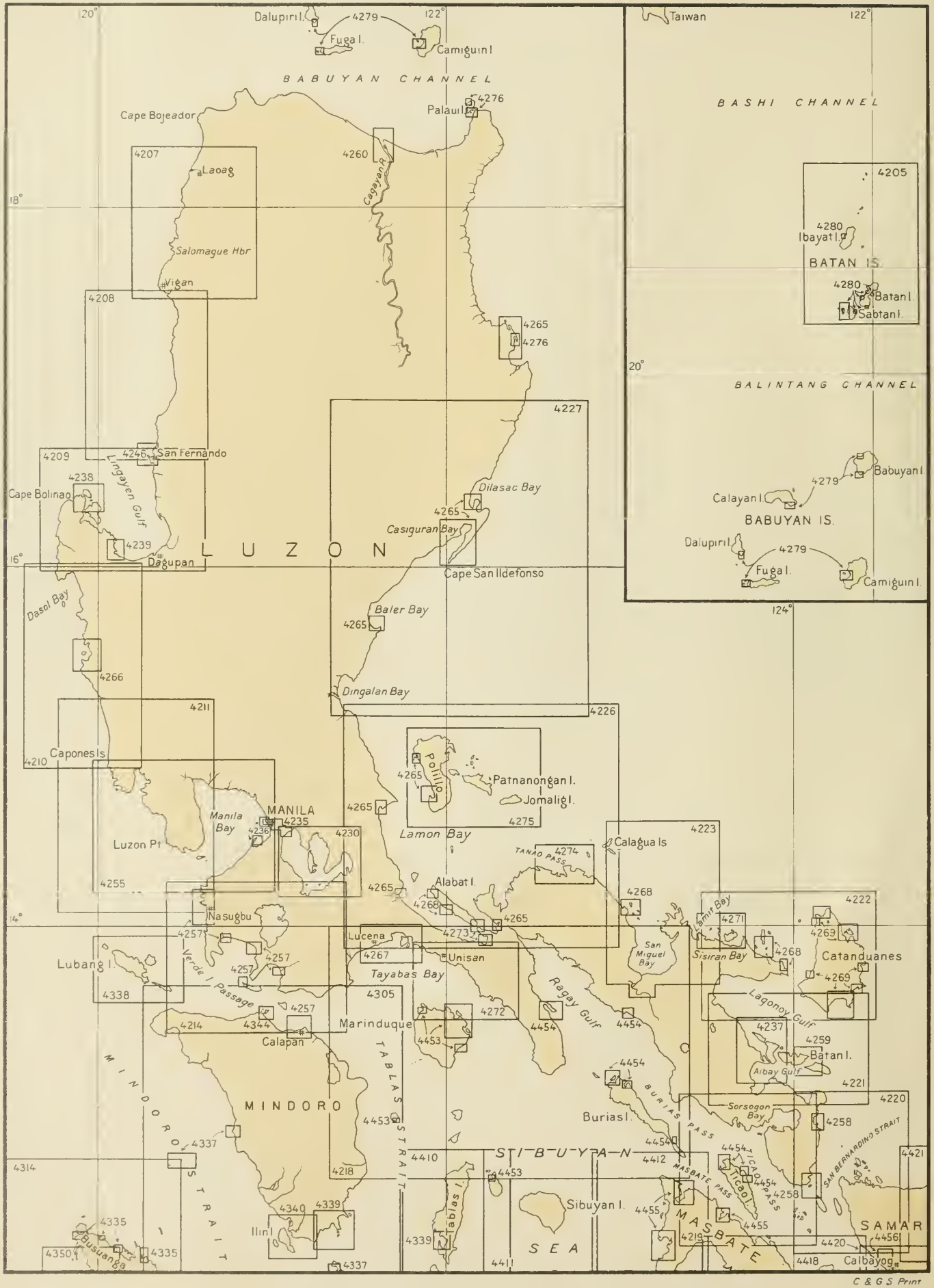



C & G S Print

SAILING AND GENERAL CHARTS OF THE PHILIPPINE ISLANDS

## SAILING AND GENERAL CHARTS OF THE PHILIPPINE ISLANDS

| No. | Price | Title | Scale, approximate | Size of border (inches) | Date | No. | Price | Title | Scale, approximate | Size of border (inches) | Date |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 4200 | $0.75 | Philippine Islands | 1:1,600,000 | 33×49 | 1930 | 4716 | $0.75 | Palawan | 1:400,000 | 34×40 | 1932 |
| 4705 | .75 | Manila Bay to Taiwan | 1:800,000 | 28×44 | 1932 | 4718 | .75 | Panay, Negros and Cebu, with parts of Bohol and Masbate | 1:400,000 | 31×41 | 1917 |
| 4706 | .75 | Philippine Islands, central part | 1:800,000 | 27×40 | 1932 | | | | | | |
| 4707 | .75 | Philippine Islands, southwestern part | 1:800,000 | 31×41 | 1932 | 4719 | .75 | Surigao Strait and Leyte, with parts of Samar and Mindanao | 1:400,000 | 30×40 | 1925 |
| 4708 | .75 | Philippine Islands, southeastern part | 1:800,000 | 31×33 | 1931 | | | | | | |
| 4714 | .75 | Southwestern Luzon and Mindoro | 1:395,000 | 32×39 | 1920 | 4720 | .75 | Balabac Strait and approaches | 1:400,000 | 31×41 | 1932 |
| 4715 | .75 | Southeastern Luzon and parts of Masbate and Samar | 1:400,000 | 30×40 | 1917 | 4722 | .75 | Sulu Archipelago | 1:400,000 | 30×42 | 1929 |

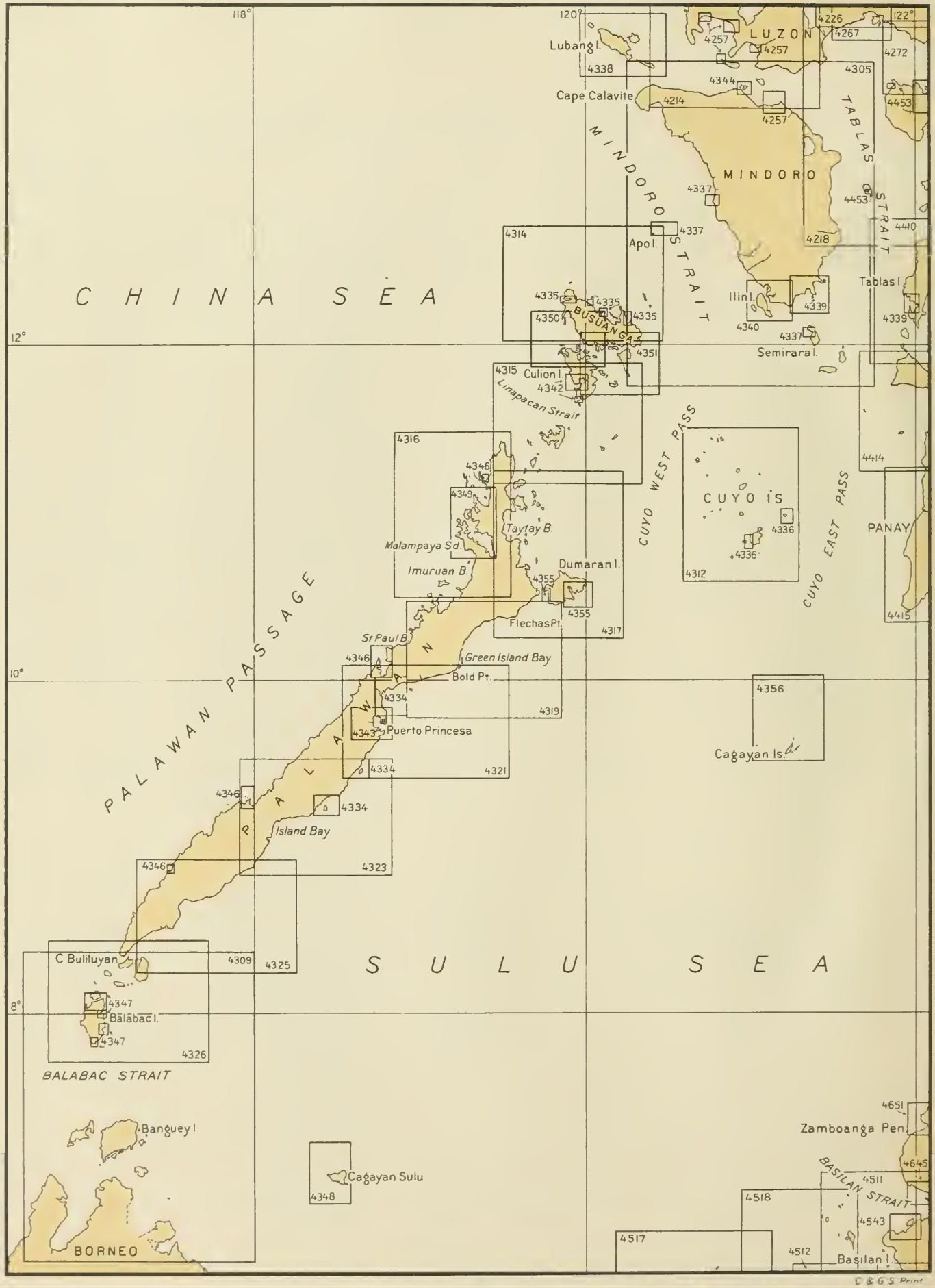



C & G S Print

## COAST AND HARBOR CHARTS OF THE PHILIPPINE ISLANDS

# COAST AND HARBOR CHARTS OF THE PHILIPPINE ISLANDS

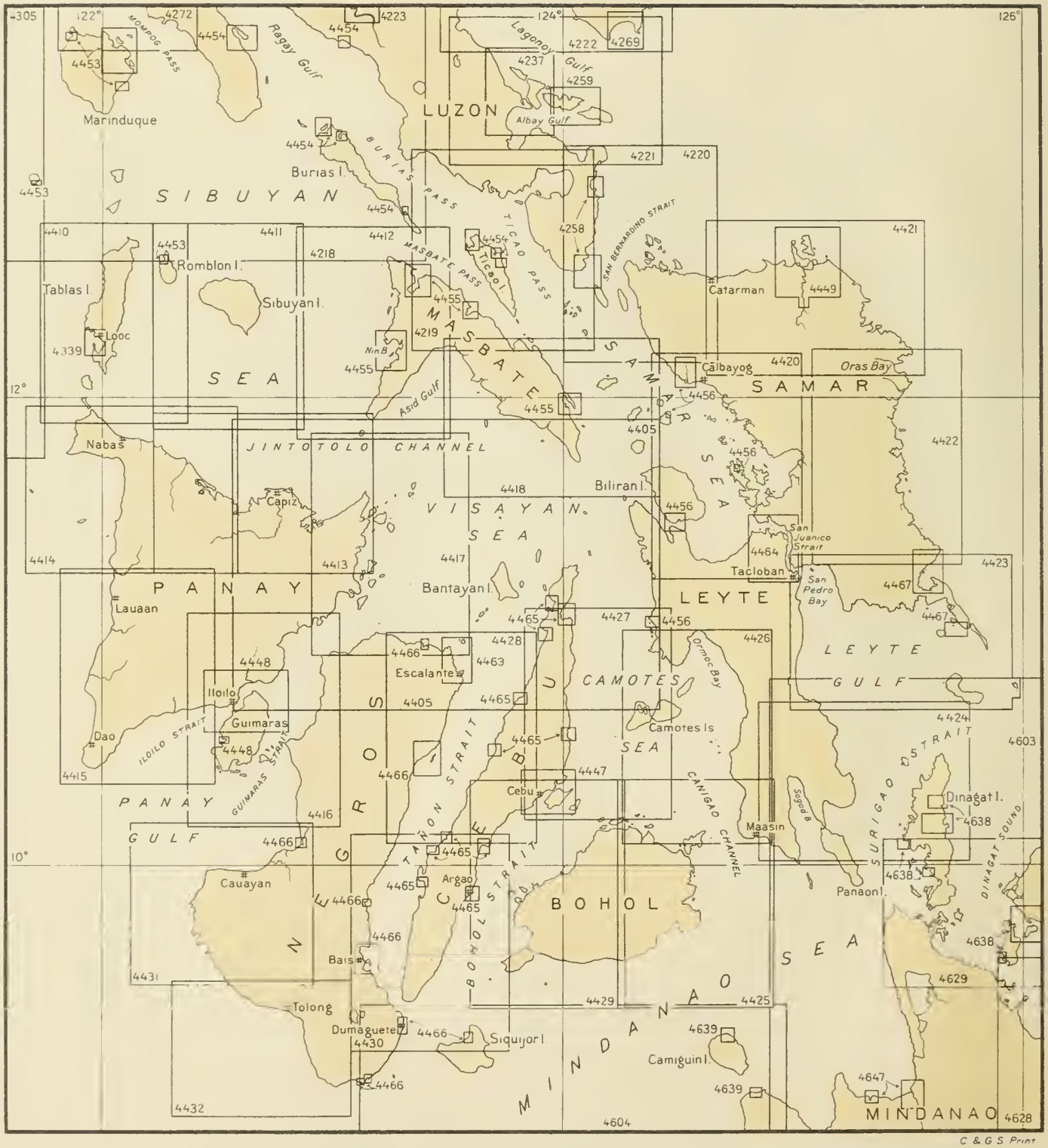
| No. | Price | Title | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|
| 4200 | $0.75 | Philippine Islands (see p. 38 for diagram) | 1:1,600,000 | 33×49 | 1930 |
| 4205 | .75 | Batan Islands | 1:100,000 | 29×41 | 1929 |
| 4207 | .75 | Laoag to Vigan, Luzon, I | 1:100,000 | 31×41 | 1906 |
| | | Port Currimao and Gan Bay | 1:20,000 | | |
| | | Salomague Harbor and Lapog Bay | 1:20,000 | | |
| 4208 | .75 | Solvec Cove to San Fernando; Luzon, I | 1:100,000 | 31×42 | 1925 |
| | | Solvec Cove | 1:10,000 | | |
| | | San Esteban and Nalho Bay | 1:20,000 | | |
| | | Santiago Cove | 1:10,000 | | |
| | | Darigayos Inlet | 1:10,000 | | |
| 4209 | .75 | Lingayen Gulf; Luzon, I | 1:100,000 | 31×42 | 1924 |
| 4210 | .75 | Capones Islands to Dasol Bay; Luzon, I | 1:125,000 | 24×41 | 1932 |
| | | Santa Cruz Inner Harbor | 1:30,000 | | |
| | | Iba Anchorage | 1:30,000 | | |
| 4211 | .75 | Approaches to Manila Bay | 1:125,000 | 30×43 | 1932 |
| 4214 | .75 | Verde Island Passage | 1:125,000 | 31×37 | 1915 |
| 4218 | .75 | Ragay Gulf to Tayabas Bay; Luzon, I | 1:200,000 | 32×45 | 1922 |
| | | Vinas River | 1:50,000 | | |
| 4219 | .75 | Passages between Luzon and Masbate and Sorsogon Bay | 1:100,000 | 35×39 | 1919 |
| 4220 | .75 | San Bernardino Strait; Luzon and Samar, Is | 1:100,000 | 30×41 | 1917 |
| | | Biri Anchorage | 1:20,000 | | |
| | | Mauo River | 1:10,000 | | |
| 4221 | .75 | Albay Gulf and part of Lagonoy Gulf; Luzon, I | 1:100,000 | 29×40 | 1924 |
| 4222 | .75 | Lagonoy Gulf to Lamit Bay and Catanduanes Island; Luzon, I | 1:100,000 | 32×43 | 1924 |
| 4223 | .75 | San Miguel and Lamit Bays; Luzon, I | 1:100,000 | 29×41 | 1923 |
| | | Continuation of Bicol River | 1:100,000 | | |
| 4226 | .75 | Lamon Bay and Polillo Island | 1:200,000 | 31×35 | 1928 |
| 4227 | .75 | Dingalan Bay to Digollorin Bay | 1:200,000 | 32×40 | 1931 |
| 4230 | .75 | Laguna de Bay | 1:60,000 | 29×34 | 1921 |
| | | Napihndan Channel, Pasig River approach | 1:10,000 | | |
| 4235 | .75 | Pasig River; Luzon, I | 1:10,000 | 26×42 | 1922 |
| 4236 | .50 | Manila and Cavite Harbors; Luzon, I | | 21×35 | 1932 |
| | | Manila Harbor | 1:10,000 | | |
| | | Cavite Harbor | 1:10,000 | | |
| 4237 | .75 | Tabaco Bay to Legaspi and western part of Albay Gulf; Luzon, I | 1:40,000 | 32×41 | 1924 |
| 4238 | .75 | Bolinao Harbor and approaches; Luzon, I | 1:20,000 | 35×36 | 1911 |
| 4239 | .50 | Port Sual to Comas Island; Luzon, I | 1:15,000 | 23×38 | 1904 |
| 4246 | .50 | San Fernando Harbor; Luzon, I | 1:15,000 | 25×28 | 1924 |
| 4255 | .75 | Manila Bay and Coast of Luzon to Capones Islands; Luzon, I | 1:125,000 | 27×37 | 1924 |
| | | Mariveles Harbor | 1:30,000 | | |
| 4257 | .75 | Anchorages, vicinity of Verde Island Passage | | 28×36 | 1922 |
| | | Nasugbu and Hamilo Cove; Luzon, I | 1:50,000 | | |
| | | Balayan; Luzon, I | 1:10,000 | | |
| | | Taal and Lemery; Luzon, I | 1:10,000 | | |
| | | Batangas; Luzon, I | 1:15,000 | | |
| | | Port Maricahan; Maricahan, I | 1:10,000 | | |
| | | Calapan; Mindoro, I | 1:40,000 | | |
| 4258 | .25 | Matnog Bay and Ticlin Strait; Luzon, I | 1:30,000 | 18×26 | 1916 |
| | | Port Gubat; Luzon, I | 1:20,000 | | |
| 4259 | $0.75 | Rapu Rapu Strait | 1:20,000 | 34×36 | 1924 |
| 4260 | .25 | Aparri Anchorage and part of Cagayan River; Luzon, I | 1:25,000 | 20×33 | 1932 |
| 4265 | .50 | Harbors on east coast of Luzon; Luzon, I | | 25×35 | 1909 |
| | | Port Dimalansan and Port Bicobian | 1:60,000 | | |
| | | West Dilasac Bay | 1:50,000 | | |
| | | Casiguran Bay | 1:80,000 | | |
| | | Baler Bay | 1:50,000 | | |
| | | Hook Bay | 1:20,000 | | |
| | | Polillo Harbor | 1:30,000 | | |
| | | Port Lampon | 1:20,000 | | |
| | | Mauban Anchorage | 1:20,000 | | |
| | | Port Apat | 1:20,000 | | |
| 4266 | .50 | Ports Masinloc and Matalvi and Palauig Bay; Luzon, I | 1:25,000 | 29×32 | 1907 |
| 4267 | .50 | Lucena Anchorage, Pagbilao Bay and Port Laguimanoc; Luzon, I | 1:40,000 | 25×35 | 1924 |
| 4268 | .50 | Harbors from Alabat to Pitogo Bay | | 26×30 | 1909 |
| | | Port Alabat, southwest coast; Alabat; I | 1:20,000 | | |
| | | Sangirin Bay, northwest coast; Alabat, I | 1:20,000 | | |
| | | Tabgon Anchorage, east coast; Luzon, I | 1:30,000 | | |
| | | Canimo Pass and Mercedes, east coast; Luzon, I | 1:25,000 | | |
| | | Pitogo Bay, east coast; Luzon, I | 1:15,000 | | |
| 4269 | .25 | Harbors of Catanduanes | | 24×27 | 1923 |
| | | Cabugao Bay, south coast | 1:50,000 | | |
| | | Bagamanoc and Anajao, east coast | 1:30,000 | | |
| | | Cobo Bay, west coast | 1:20,000 | | |
| | | Port Manamrag, west coast | 1:20,000 | | |
| | | Pandan Bay, north coast | 1:30,000 | | |
| | | Gigmoto Bay, east coast | 1:20,000 | | |
| | | Kalapadan Bay, east coast | 1:30,000 | | |
| 4271 | .75 | Lamit and Sisiran Bays; Luzon, I | 1:30,000 | 30×41 | 1924 |
| 4272 | .75 | Unisan to Mulaney and northern part of Marinduque; Luzon and Marinduque, Is | 1:70,000 | 28×38 | 1910 |
| 4273 | .25 | Silangan Pass and Hongagua Harbor; Luzon, I | 1:20,000 | 17×32 | 1913 |
| 4274 | .50 | Tanao Pass; Luzon, I | 1:40,000 | 24×36 | 1921 |
| 4275 | .75 | Polillo Islands | 1:80,000 | 32×42 | 1924 |
| 4276 | .25 | Harbors on the northeast coast of Luzon | | 22×32 | 1932 |
| | | Port Bicobian | 1:15,000 | | |
| | | Engaño Cove | 1:10,000 | | |
| | | Port San Vicente | 1:15,000 | | |
| 4279 | .50 | Harbors in Babuyan Islands | | 24×34 | 1931 |
| | | Banoa Anchorage | 1:20,000 | | |
| | | Calayan Landing and Cibang Cove | 1:20,000 | | |
| | | San Dionisio | 1:20,000 | | |
| | | Barugan Cove | 1:20,000 | | |
| | | Port San Pio Quinto | 1:20,000 | | |
| | | Musa Bay | 1:15,000 | | |
| 4280 | .50 | Harbors in Batan Islands | | 23×35 | 1931 |
| | | Mayan Landing, Ithayat, I | 1:10,000 | | |
| | | Basco, Batan, I | 1:10,000 | | |
| | | Mahatao, Batan, I | 1:10,000 | | |
| | | Balugan Bay, Batan, I | 1:10,000 | | |
| | | Uyugan, Batan, I | 1:10,000 | | |
| | | Sabtang, Sabtang I | 1:10,000 | | |
| | | Sabtang Channel, Batan, I | 1:20,000 | | |




COAST AND HARBOR CHARTS OF THE PHILIPPINE ISLANDS -- CONTINUED

## COAST AND HARBOR CHARTS OF THE PHILIPPINE ISLANDS—Continued

| No. | Price | Title | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|
| 4305 | $0.75 | Mindoro and vicinity | 1:200,000 | 33×43 | 1919 |
| 4309 | .75 | Balabac Strait | 1:200,000 | 31×42 | 1921 |
| 4312 | .75 | Cuyo Islands | 1:100,000 | 31×41 | 1922 |
| 4314 | .75 | Northern part of Busuanga | 1:100,000 | 31×42 | 1919 |
| 4315 | .75 | Palawan to Culion Island, including Linapacan Strait | 1:100,000 | 32×41 | 1917 |
| 4316 | .75 | Northwestern Palawan | 1:100,000 | 31×45 | 1931 |
| 4317 | .75 | Northeast coast of Palawan, Shark Fin Bay to Flechas Point; Palawan, I | 1:100,000 | 31×44 | 1918 |
| 4319 | .75 | Green Island Bay and vicinity | 1:100,000 | 31×41 | 1920 |
| | | Fascoe Channel, Green, I | 1:20,000 | | |
| 4321 | .75 | Bold Point to Malanao Island | 1:100,000 | 31×43 | 1920 |
| 4323 | .75 | Malanao Island to Nariz Point | 1:100,000 | 31×43 | 1922 |
| 4325 | .75 | Nariz Point to Bugsuk Island | 1:100,000 | 31×44 | 1922 |
| 4326 | .75 | North Balabac Strait and vicinity | 1:100,000 | 32×42 | 1921 |
| 4334 | .75 | Anchorages East Coast of Palawan | | 27×39 | 1921 |
| | | Honda Bay | 1:40,000 | | |
| | | Malanao Anchorage | 1:40,000 | | |
| | | Panacan Anchorage | 1:40,000 | | |
| 4335 | .25 | Harbors on the north coast of Busuanga | | 18×29 | 1920 |
| | | Minuit Anchorage | 1:20,000 | | |
| | | Illultuk Bay | 1:20,000 | | |
| | | Port Calton | 1:20,000 | | |
| | | Minangas Bay | 1:20,000 | | |
| 4336 | .50 | Anchorages in Cuyo Islands | | 29×34 | 1918 |
| | | Tagauayan Islands | 1:10,000 | | |
| | | Cuyo Anchorage and Bisucay Channel | 1:10,000 | | |
| 4337 | 75 | Anchorages west and south of Mindoro; Mindoro, I | | 28×36 | 1916 |
| | | Apo Reef | 1:20,000 | | |
| | | Sablayan Anchorage and Pandan Bay | 1:20,000 | | |
| | | Semirara Anchorage | 1:20,000 | | |
| 4338 | .75 | Lubang Islands | 1:60,000 | 28×38 | 1914 |
| | | Golo Pass | 1:20,000 | | |
| 4339 | $0.50 | Anchorages southeastern Mindoro and Tablas Island | | 25×37 | 1912 |
| | | Looc Bay; Tablas, I | 1:40,000 | | |
| | | Lagara Cove and Passes southward; Mindoro, I | 1:20,000 | | |
| | | Buruncan Point to Pocanil Bay; Mindoro, I | 1:40,000 | | |
| 4340 | .50 | Mangarin and Pandarochan Bays; Mindoro, I | 1:40,000 | 26×30 | 1911 |
| 4342 | .50 | Halsey Harbor and Dicabaito Anchorage; Culion, I | 1:20,000 | 23×32 | 1921 |
| | | Dicabaito Anchorage | 1:20,000 | | |
| 4343 | .25 | Puerto Princesa; Palawan, I | 1:40,000 | 23×29 | 1920 |
| 4344 | .75 | Port Galera and Varadero Bay; Mindoro, I | 1:10,000 | 29×35 | 1924 |
| 4346 | .50 | Harbors of Palawan Island | | 26×31 | 1932 |
| | | Bacuit, northwest coast | 1:15,000 | | |
| | | Ulugan Bay, west coast | 1:30,000 | | |
| | | Malanut and Nakoda Bays, west coast | 1:30,000 | | |
| | | Culasian Bay, west coast | 1:20,000 | | |
| 4347 | .25 | Harbors of Balabac Island | | 23×28 | 1920 |
| | | Clarendon Bay, south coast | 1:15,000 | | |
| | | Calandorang Bay, east coast | 1:15,000 | | |
| | | Delawan Bay, east coast | 1:20,000 | | |
| | | Port Ciego, north coast | 1:40,000 | | |
| 4348 | .50 | Cagayan Sulu and adjacent islands | 1:75,000 | 19×37 | 1924 |
| | | Lapunlapun Anchorage | 1:15,000 | | |
| 4349 | .50 | Malampaya Sound and approaches; Palawan, I | 1:50,000 | 26×38 | 1926 |
| 4350 | .75 | Western entrance to Coron Bay; Calamian Group | 1:50,000 | 30×39 | 1919 |
| 4351 | .75 | Coron Bay; Calamian Group | 1:50,000 | 33×41 | 1916 |
| | | Culion Landing | 1:2,000 | | |
| 4355 | .75 | Harbors on Dumaran Island | 1:20,000 | 31×38 | 1920 |
| | | Dumaran Bay | 1:20,000 | | |
| 4356 | 75 | Cagayan Islands | 1:60,000 | 33×39 | 1923 |
| | | Cagayan Anchorage | 1:10,000 | | |

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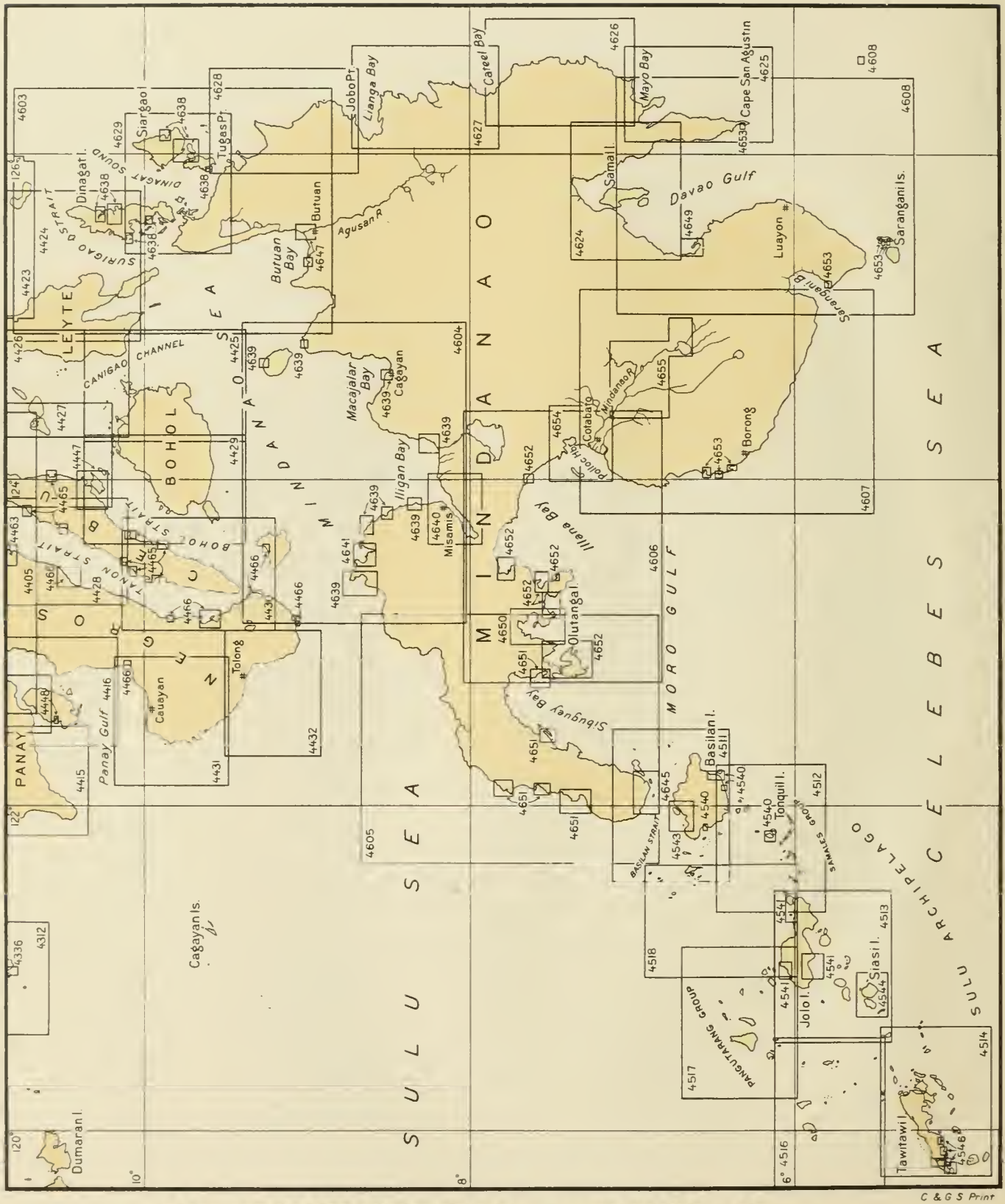
## COAST AND HARBOR CHARTS OF THE PHILIPPINE ISLANDS -- CONTINUED

## COAST AND HARBOR CHARTS OF THE PHILIPPINE ISLANDS—Continued

| No. | Price | Title | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|
| 4405 | $0.75 | Visayan Sea | 1:200,000 | 28×41 | 1914 |
| 4410 | .75 | Tablas Island and vicinity | 1:100,000 | 28×38 | 1913 |
| 4411 | .75 | Sibuyan and Romblon Islands | 1:100,000 | 29×39 | 1914 |
| 4412 | .75 | Western Masbate | 1:100,000 | 30×40 | 1917 |
| 4413 | .75 | Northern Panay, Sigat Point to Bulacaue Point | 1:100,000 | 30×42 | 1919 |
| | | Capiz Bay | 1:30,000 | | |
| | | Port Batan | 1:30,000 | | |
| 4414 | .75 | Northwestern Panay | 1:100,000 | 32×40 | 1917 |
| 4415 | .75 | Southwestern Panay | 1:100,000 | 30×40 | 1921 |
| | | San Jose De Buenavista | 1:10,000 | | |
| 4416 | .75 | Iloilo and Guimaras Straits; Panay and Guimaras, Is | 1:100,000 | 30×41 | 1925 |
| 4417 | .75 | Northeastern Panay and adjacent islands | 1:100,000 | 31×42 | 1911 |
| 4418 | .75 | Southeast Masbate | 1:100,000 | 30×41 | 1915 |
| 4420 | .75 | Calbayog to Tacloban; Samar and Leyte, Is | 1:100,000 | 29×42 | 1924 |
| | | Catbalogan Harbor | 1:35,000 | | |
| 4421 | .75 | Catarman to Oras Bay; Samar, I | 1:100,000 | 30×42 | 1908 |
| | | Helm Harbor and San Ramon Bay | 1:25,000 | | |
| 4422 | .75 | Oras Bay to Matarinao Bay; Samar, I | 1:100,000 | 29×41 | 1908 |
| | | Port Libas | 1:30,000 | | |
| | | Port Borongan | 1:30,000 | | |
| | | Llorente and vicinity | 1:30,000 | | |
| 4423 | .75 | Southern part of Samar and San Pedro Bay | 1:100,000 | 30×43 | 1910 |
| 4424 | .75 | Southeast coast of Leyte and Dinagat Island | 1:100,000 | 31×41 | 1913 |
| | | Liloan Bay and Panaon Strait | 1:10,000 | | |
| 4425 | .75 | Eastern Bohol and part of Leyte | 1:100,000 | 31×44 | 1910 |
| 4426 | .75 | Southwest coast of Leyte, Ormoc Bay to Maasin | 1:100,000 | 30×41 | 1915 |
| | | Maasin | 1:10,000 | | |
| 4427 | .75 | East coast of Cebu; Cebu, I | 1:100,000 | 28×40 | 1910 |
| 4428 | .75 | Northern part of Tañon Strait; Negros and Cebu, Is | 1:100,000 | 29×40 | 1911 |
| 4429 | .75 | Western Bohol; Bohol, I | 1:100,000 | 30×44 | 1911 |
| 4430 | .75 | Tañon Strait, southern part; Cebu and Negros, Is | 1:100,000 | 31×42 | 1911 |
| 4431 | .75 | Western Negros | 1:100,000 | 32×36 | 1926 |
| | | Asia Bay | 1:10,000 | | |
| 4432 | .75 | Southwestern Negros | 1:100,000 | 27×35 | 1913 |
| 4447 | .50 | Cebu Harbor and approaches; Cebu, I | 1:30,000 | 28×35 | 1932 |
| | | Cebu Harbor | 1:10,000 | | |
| 4448 | .50 | Iloilo Strait and Harbor; Panay, I | 1:50,000 | 24×32 | 1930 |
| | | Iloilo River | 1:10,000 | | |
| | | Santa Ana Bay | 1:20,000 | | |
| 4449 | .75 | Port Palapag and Laoang Bay; Samar, I | 1:40,000 | 31×33 | 1924 |
| 4453 | .75 | Harbors of Marinduque Island and vicinity | | 29×36 | 1913 |
| | | Port Balanacan, northwest coast; Marinduque, I | 1:10,000 | | |
| | | Santa Cruz Harbor and Masagasai Bay, northeast coast; Marinduque, I | 1:30,000 | | |
| | | Torrijos Bay, east coast; Marinduque, I | 1:5,000 | | |
| | | Port Concepcion; Maestro de Campo, Is | 1:10,000 | | |
| | | Romblon Harbor, west coast; Romblon, I | 1:10,000 | | |
| 4454 | $0.75 | Harbors on Burias and Ticao Islands and Ragay Gulf | | 31×33 | 1920 |
| | | Port Pusgo, Ragay Gulf; Luzon, I | 1:30,000 | | |
| | | Pasacao Anchorage, Ragay Gulf; Luzon, I | 1:20,000 | | |
| | | Port Busin, north coast; Burias, I | 1:20,000 | | |
| | | Port Busainga, northeast coast; Burias, I | 1:15,000 | | |
| | | Port Boca Engaño, southeast coast; Burias, I | 1:10,000 | | |
| | | Port San Miguel, northwest coast; Ticao, I | 1:20,000 | | |
| | | Port San Jacinto, east coast; Ticao, I | 1:20,000 | | |
| | | Taclogan Bay, east coast of Ticao, I | 1:20,000 | | |
| 4455 | .75 | Harbors on the coast of Masbate | | 28×37 | 1917 |
| | | Port Barrera, north coast | 1:30,000 | | |
| | | Masbate Harbor, nortbeast coast | 1:20,000 | | |
| | | Port Cataingan, east coast | 1:30,000 | | |
| | | Nin Bay, west coast | 1:30,000 | | |
| 4456 | .25 | Harbors of Samar and Leyte | | 24×28 | 1914 |
| | | Jibatan River, west coast; Samar, I | 1:50,000 | | |
| | | Santo Niño Harbor; Santo Niño, I | 1:5,000 | | |
| | | Parasan Harbor; Daram, I | 1:10,000 | | |
| | | Biliran Strait; Leyte and Biliran, Is | 1:20,000 | | |
| | | Port Palompon; Leyte, I | 1:10,000 | | |
| 4463 | .75 | Escalante Harbor and vicinity; Negros, I | 1:20,000 | 30×41 | 1924 |
| 4464 | .75 | San Juanico Strait and Janabatas Channel; Samar and Leyte, Is | 1:30,000 | 31×40 | 1910 |
| | | Northern entrance to San Juanico Strait | 1:10,000 | | |
| 4465 | .50 | Harbors in Cebu | | 25×32 | 1912 |
| | | Hagnaya Bay | 1:30,000 | | |
| | | Tuburan | 1:30,000 | | |
| | | Balamban Bay | 1:30,000 | | |
| | | Lambusan | 1:30,000 | | |
| | | Dumanjug Bay | 1:20,000 | | |
| | | Moalboal | 1:20,000 | | |
| | | Argao | 1:25,000 | | |
| | | Bogo Bay | 1:30,000 | | |
| | | Carcar Bay | 1:15,000 | | |
| | | Port Carmen | 1:15,000 | | |
| | | Barili Bay | 1:15,000 | | |
| 4466 | .75 | Harbors in Negros and vicinity | | 32×36 | 1922 |
| | | Dumaguete; Negros, I | 1:10,000 | | |
| | | Himugaan River; Negros, I | 1:15,000 | | |
| | | Calagcalag Bay; Negros, I | 1:10,000 | | |
| | | Port Canoan; Siquijor, I | 1:5,000 | | |
| | | Port Bombonon; Negros, I | 1:10,000 | | |
| | | Refugio Pass; Negros, I | 1:35,000 | | |
| | | Bais; Negros, I | 1:30,000 | | |
| | | Port Siyt; Negros, I | 1:10,000 | | |
| | | Himamaylan; Negros, I | 1:20,000 | | |
| 4467 | .25 | Guiuan Harbor; Samar, I | 1:20,000 | 19×31 | 1911 |
| | | Pambujan Harbors; Samar, I | 1:35,000 | | |




COAST AND HARBOR CHARTS OF THE PHILIPPINE ISLANDS -- CONTINUED

## COAST AND HARBOR CHARTS OF THE PHILIPPINE ISLANDS—Continued

| No. | Price | Title | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|
| 4511 | $0.75 | Basilan Strait: Mindanao and Basilan, Is | 1:100,000 | 32×42 | 1928 |
| 4512 | .75 | Samales Group, Sulu Archipelago | 1:100,000 | 31×42 | 1926 |
| 4513 | .75 | Jolo and Tapul Islands, Sulu Archipelago | 1:100,000 | 33×42 | 1932 |
| 4514 | .75 | Tawitawi Group, Sulu Archipelago | 1:100,000 | 33×41 | 1930 |
| | | Port Dos Amigos | 1:15,000 | | |
| | | Port Bongao | 1:25,000 | | |
| | | Simanale Bay and Channel | 1:25,000 | | |
| 4516 | .75 | Pearl Bank to Dammai Island, Sulu Archipelago | | 32×43 | 1930 |
| 4517 | .75 | Pangutarang Islands | 1:100,000 | 31×42 | 1929 |
| 4518 | .75 | Jolo to Pilas Islands, Sulu Archipelago | 1:100,000 | 31×42 | 1929 |
| 4540 | .50 | Anchorages Basilan and Samales Is | | 32×33 | 1927 |
| | | Port Holland, west coast of Basilan | 1:5,000 | | |
| | | Amoyloi Anchorage, south coast of Basilan | 1:20,000 | | |
| | | Ton Sandungun Channel, Samales Group | 1:20,000 | | |
| | | Bojelebung and Kauluan Channels, east coast of Basilan | 1:15,000 | | |
| 4541 | .50 | Anchorages in Jolo Islands; Jolo, I | | 31×32 | 1927 |
| | | Jolo Anchorage, north coast | 1:10,000 | | |
| | | Dalrymple Harbor and Capual Channel, northeast coast | 1:20,000 | | |
| | | Maimbung Bay, south coast | 1:40,000 | | |
| 4543 | .50 | Isabela Channel and approaches; Basilan, I | 1:25,000 | 25×33 | 1925 |
| 4544 | .75 | Siasi and Lapac Islands | 1:30,000 | 31×40 | 1906 |
| 4546 | .75 | Harbors in western Tawitawi | | 31×37 | 1930 |
| | | Luuk Bay | 1:20,000 | | |
| | | Luuk Sula Bay and Batu Batu Bay | 1:15,000 | | |
| | | Manalik Channel | 1:15,000 | | |
| | | Port Bongao | 1:15,000 | | |
| 4603 | .75 | Surigao Strait and vicinity; Mindanao and Leyte, Is | 1:200,000 | 34×44 | 1923 |
| 4604 | .75 | Iligan Bay and vicinity | 1:200,000 | 31×41 | 1929 |
| 4605 | .75 | Zamboanga Peninsula; Mindanao, west coast | 1:200,000 | 34×41 | 1932 |
| 4606 | .75 | Port Sibulan to Polloc Harbor; Mindanao, I | 1:200,000 | 28×37 | 1932 |
| 4607 | .75 | Cotabato to Sarangani Bay; Mindanao, I | 1:200,000 | 31×41 | 1925 |
| | | Milbuk Harbor | 1:10,000 | | |
| 4608 | .75 | Sarangani Bay to Mayo Bay | 1:200,000 | 33×41 | 1931 |
| | | Palmas Island | 1:20,000 | | |
| 4624 | .75 | Northern part of Davao Gulf; Mindanao, I | 1:100,000 | 32×39 | 1930 |
| | | Davao | 1:5,000 | | |
| | | Malipano Anchorage | 1:20,000 | | |
| 4625 | .75 | Cape San Augustin to Mayo Bay; Mindanao, I | 1:100,000 | 26×40 | 1914 |
| | | Balete Bay | 1:20,000 | | |
| 4626 | .75 | Mayo Bay to Cateel Bay; Mindanao, I | 1:100,000 | 30×41 | 1915 |
| 4627 | .75 | Cateel Bay to Jobo Point; Mindanao I | 1:100,000 | 29×40 | 1915 |
| | | Lamon Anchorage | 1:20 000 | | |
| | | Catarman Anchorage | 1:20,000 | | |
| 4628 | .75 | Jobo Point to Tugas Point; Mindanao, I | 1:100,000 | 29×40 | 1913 |
| | | Bitaogan Bay | 1:30,000 | | |
| 4629 | .75 | Hinatuan Passage; Mindanao, I | 1:100,000 | 30×38 | 1913 |
| | | Surigao | 1:10,000 | | |
| 4638 | $0.75 | Harbors on Dinagat, Siargao and Bucas Islands | | 30×37 | 1913 |
| | | Dapa Channel | 1:35,000 | | |
| | | Gaas Bay and Inlet | 1:30,000 | | |
| | | Dinagat | 1:20,000 | | |
| | | Sohutan Bay and Inlet | 1:20,000 | | |
| | | San Roque | 1:25,000 | | |
| | | Port Pilar | 1:30,000 | | |
| | | Malinao Inlet | 1:25,000 | | |
| 4639 | .75 | Anchorages in Iligan Bay and vicinity; Mindanao, I | | 29×35 | 1911 |
| | | Plaridel and Inamucan Bay | 1:25,000 | | |
| | | Dapitan and Dipolog | 1:40,000 | | |
| | | Canauayor Anchorage | 1:20,000 | | |
| | | Jimenez | 1:20,000 | | |
| | | Iligan and Overton Anchorages and Quinalang Cove | 1:40,000 | | |
| | | Oroquieta | 1:20,000 | | |
| | | Port Mambajao | 1:10,000 | | |
| | | Cagayan Anchorage | 1:20 000 | | |
| 4640 | .50 | Port Misamis, Mindanao, I | 1:60,000 | 26×33 | 1908 |
| | | Port Misamis | 1:20,000 | | |
| 4641 | .50 | Murcielagos Bay; Mindanao, I | 1:20,000 | 30×32 | 1929 |
| 4645 | .50 | Vicinity of Zamboanga Masinloc Anchorage to Caldera Bay; Mindanao, I | 1:30,000 | 24×37 | 1925 |
| | | Zamboanga water front | 1:5,000 | | |
| 4647 | .25 | Agusan River entrance; Mindanao, I | 1:20,000 | 19×28 | 1911 |
| | | Nasipit Harbor; Mindanao, I | 1:15,000 | | |
| 4649 | .25 | Malalag Bay, south coast; Mindanao, I | 1:20,000 | 23×25 | 1923 |
| 4650 | .75 | Dumanquilas Bay | 1:35,000 | 30×38 | 1936 |
| 4651 | .50 | Harbors on the south and west coasts of Mindanao | | 28×33 | 1930 |
| | | Port Banga; Mindanao, I | 1:20,000 | | |
| | | Taba Bay; Mindanao, I | 1:30,000 | | |
| | | Port Santa Maria; Mindanao, I | 1:30,000 | | |
| | | Panabutan and Piacan Bays; Mindanao, I | 1:40,000 | | |
| | | Sibuco Bay; Mindanao, I | 1:30,000 | | |
| 4652 | .75 | Harbors in Illana Bay and vicinity; Mindanao, I | | 31×34 | 1931 |
| | | Port Sibulan | 1:60,000 | | |
| | | Port Baras | 1:20,000 | | |
| | | Limbug Cove | 1:15,000 | | |
| | | Port Sambulauan | 1:30,000 | | |
| | | Pagadian Bay | 1:50,000 | | |
| | | Maligay Bay | 1:50,000 | | |
| 4653 | .50 | Harbors on the south coast of Mindanao, I | | 25×34 | 1925 |
| | | Lavigan Anchorage; Mindanao, I | 1:5,000 | | |
| | | Port Patuco, Sarangani, I | 1:10,000 | | |
| | | Port Bolay, Sarangani, I | 1:5,000 | | |
| | | Port Tummanao, west coast; Sarangani, I | 1:15,000 | | |
| | | Canalasan Cove; Mindanao, I | 1:20,000 | | |
| | | Basiauang Bay; Mindanao, I | 1:20,000 | | |
| | | Port Lebak; Mindanao, I | 1:20,000 | | |
| | | Tuna Bay; Mindanao, I | 1:20,000 | | |
| 4654 | .75 | Mindanao River Delta and Polloc Harbor; Mindanao, I | 1:50,000 | 34×41 | 1917 |
| | | Parang and Polloc Anchorages | 1:20,000 | | |
| | | Cotabato entrance, Mindanao River | 1:20,000 | | |
| 4655 | .75 | Mindanao River, upper part; Mindanao, I | 1:50,000 | 34×42 | 1924 |
| | | Continuation of Buluan and Alip Rivers | 1:50,000 | | |

## UNITED STATES COAST PILOTS AND INTRACOASTAL WATERWAYS PILOTS

Each book furnishes information required by the navigator for the area indicated, that can not be shown conveniently on the nautical chart. They contain detailed information relative to the coast line, port information, sailing directions for coasting and entering harbors, and general information as to weather conditions, radio service, etc. New editions are published about every five years. Supplements, containing changes and new information, are published annually and distributed free.

Distances between United States ports (the last item listed) gives the distances between more than 30,000 ports and points on inland waterways, along the shortest route marked by aids to navigation, and includes a time-table for various distances at different speeds.

### ATLANTIC COAST

Sec. A: St. Croix River to Cape Cod (1927), with Supplement to April 7, 1932. Price, 75 cents.
Sec. B: Cape Cod to Sandy Hook (1926), with Supplement to January 22, 1932. Price, 75 cents.
Sec. C: Sandy Hook to Cape Henry, including Delaware and Chesapeake Bays (1930), with Supplement to March 8, 1932. Price, 75 cents.
Sec. D: Cape Henry to Key West (1928), with Supplement to October 12, 1932. Price, 75 cents.

### GULF COAST

Key West to the Rio Grande (1925), with Supplement to October 26, 1932. Price, 75 cents.

### INTRACOASTAL WATERWAYS (INSIDE ROUTE)

Coast of New Jersey (1929). Price, 30 cents.
New York to Key West (1931). Price, 30 cents.
Key West to the Rio Grande (1925), with Supplement to November 4, 1931. Price, 50 cents.

### WEST INDIES

Puerto Rico and Virgin Islands (1929), with Supplement to June 8, 1932. Price, 75 cents.

### PACIFIC COAST

California, Oregon, and Washington (1926), with Supplement to December 30, 1932. Price, 75 cents.

### ALASKA

Part 1.—Dixon Entrance to Yakutat Bay, with Inside Passage from Juan de Fuca Strait to Dixon Entrance (1932.) Price, 75 cents.
Part 2.—Yakutat Bay to Arctic Ocean (1931), with Supplement to February 18, 1932. Price, 75 cents.

### HAWAIIAN ISLANDS

The Hawaiian Islands (1923), with Supplement to August 17, 1931. Price, 50 cents.

### PHILIPPINE ISLANDS

Part 1.—Luzon, Mindoro, and Visayas (1927), with Supplement to January 2, 1932. Price, 75 cents.
Part 2.—Palawan, Mindanao, and Sulu Archipelago (1930), with Supplement to January 2, 1932. Price, 75 cents.

### DISTANCE TABLES

Distances between United States ports. Price, 10 cents.

## TIDE TABLES AND CURRENT TABLES

Tide Tables and Current Tables are issued in advance annually and in addition to the predictions for every day of the year for important harbors, include differences by which similar predictions may be readily obtained for thousands of other places, as well as miscellaneous astronomical data.

The Tide Tables cover the predicted times and heights of high and low water, and include tables for obtaining the height of tide at any time, local civil time of sunrise and sunset, reduction of local civil to standard time, and moonrise and moonset.

The Current Tables cover the predicted time of slack and the times and velocities of strength of current, and include tables on duration of slack, coastal tidal currents, wind currents, combination of currents, and current diagrams of certain waterways.

Tide Tables, United States and Foreign Ports. Price, 75 cents.
Tide Tables, Atlantic Coast, North America. Price, 15 cents.
Tide Tables, Pacific Coast, North America, eastern Asia, and island groups. Price, 15 cents.
Current Tables, Atlantic Coast, North America. Price, 10 cents.
Current Tables, Pacific Coast, North America and Philippine Islands. Price, 10 cents.
Current Diagram No. 2, Chesapeake Bay. Price, 15 cents.

## TIDAL CURRENT CHARTS

Good for any year, they contain 12 tidal current charts of the particular water area covered, and are printed in colors, depicting for each tidal hour the direction and velocity of the current that may be expected throughout the entire harbor. Useful not alone to the navigator but to the engineer and scientist confronted with problems involving the circulation of surface waters.

Boston Harbor (1931). Price, 25 cents.
New York Harbor (1932). Price, 25 cents.
San Francisco Bay (1930). Price, 25 cents.

## LIGHT LISTS PUBLISHED BY THE LIGHTHOUSE SERVICE

For sale by the Superintendent of Documents, Washington, D. C., and at sales agencies listed in Notice to Mariners in the first issue of each month.

### LIGHT LISTS

[Describe lighted aids and fog signals]

Atlantic Coast of the United States.
Great Lakes, United States and Canada (includes also unlighted aids in United States waters).
Pacific Coast of the United States and Canada (includes also unlighted aids in United States waters).
Upper Mississippi River and Tributaries—Head of Navigation to Cairo, Ill. (includes also unlighted aids).
Lower Mississippi River and Tributaries—Cairo, Ill., to New Orleans, La.
Ohio River and Tributaries (includes also unlighted aids).

### LOCAL LIGHT LISTS

[Describe lighted aids, fog signals, unlighted buoys, and daymarks]

New England Coast—Maine, New Hampshire, and Massachusetts.
New York and Approaches—Narragansett Bay to Cape May.
Cape May to Cape Lookout (includes Delaware and Chesapeake Bays and North Carolina Sounds).
Cape Lookout to Dry Tortugas.
Gulf Coast—Key West to Rio Grande.

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## MISCELLANEOUS MAPS AND PLANS

| No. | Price | Title | State | Scale | | Size of border (inches) | Date |
|---|---|---|---|---|---|---|---|
| | | | | Proportional | Inches to statute miles | | |
| 3035a | $0.75 | City of Washington, by L'Enfant | D. C. | 1:15,840 | 4.00 | 27×47 | 1791 |
| 3035 | .45 | Washington City, by Ellicott | do | 1:19,800 | 3.20 | 21×29 | 1792 |
| 3043 | .45 | City of Washington | do | 1:19,800 | 3.20 | 17×20 | 1792 |
| | 10.00 | King plats of the city of Washington (19 sheets, including title-page, text page, and index map). | do | 1:2,400 | 26.4 | 28×40 | 1803 |
| | 16.20 | Portfolio, bound in cloth, half Russia; containing King plats, L'Enfant's, Ellicott's, and Dermott's maps of the city of Washington. | do | | | 28×40 | |
| 3036 | .45 | Washington City, by W. J. Stone | do | 1:12,070 | 5.25 | 23×31 | 1863 |
| 3101 to 3190 | Each. .15 | District of Columbia, city excepted, in 58 sheets | do | 1:4,800 | 13.20 | 14×14 | 1881 to 1893 |
| 3081 | .30 | Birthplace of Washington | Virginia | 1:10,000 | 6.34 | 22×29 | 1897 |
| 3032 | .50 | Part of Bahama Islands, showing tracks ascribed to Columbus | | | | 22×36 | 1881 |
| 3240 | .25 | St. Thomas, Virgin Islands | W. I. | 1:40,000 | 1.58 | 17×29 | 1922 |
| 3241 | .25 | St. John, Virgin Islands | do | 1:40,000 | 1.58 | 10×22 | 1922 |
| 3242 | .25 | St. Croix, Virgin Islands | do | 1:40,000 | 1.58 | 16×37 | 1923 |
| 3055 | .50 | San Francisco Peninsula | Calif. | 1:40,000 | 1.58 | 18×28 | 1869 |
| 3099 | .15 | Aitoff's Equal Area Projection of the Sphere | | | | 18×25 | 1920 |
| 3050 | .30 | Outline Map, Lambert Conformal Conic Projection | United States | 1:5,000,000 | | 26×40 | 1919 |
| 3068 | .20 | Outline Map, Lambert Zenithal Equal Area Projection | do | 1:7,500,000 | | 21×26 | 1919 |
| 3069 | .25 | Outline Map, Lambert Conformal Conic Projection | Alaska | 1:5,000,000 | | 18×27 | 1912 |
| 3070 | .75 | North Atlantic Ocean, with eastern North America and Europe. Lambert Projection. | | 1:10,000,000 | | 24×46 | 1918 |
| 3080 | .25 | North Pacific Ocean, Transverse Polyconic Projection | | 1:20,000,000 | | 14×41 | 1921 |
| 3082 | .25 | Outline Map of the Philippine Islands, Polyconic Projection | | 1:2,500,000 | | 20×30 | 1929 |
| 3083 | .10 | Philippine Islands Base Map, Mercator Projection in Lat. 13° N. | | 1:5,000,000 | | 11×17 | 1905 |

## CHARTS AND MAPS ISSUED BY OTHER FEDERAL DEPARTMENTS

[Obtainable from the services named at the addresses given]

WAR DEPARTMENT:
- United States Army (Corps of Engineers)—
  - Tactical maps of limited areas.
- U. S. Engineer Office—
  - Customhouse, Louisville, Ky.
  - Customhouse, Cincinnati, Ohio.
    - Maps of Ohio and Wabash Rivers.
- Lake Survey, Old Customhouse, Detroit, Mich.—
  - Charts of the Great Lakes, Lake Champlain, and of the St. Lawrence River to Cornwell, Canada.
- Mississippi River Commission, Box 665, Vicksburg, Miss.—
  - Mississippi River from the Head of Passes to headwaters.

NAVY DEPARTMENT: Hydrographic Office—
- Charts of foreign countries.

INTERIOR DEPARTMENT:
- Geological Survey—
  - Topographic and geologic maps.
- General Land Office—
  - Maps of the United States and of States and Territories.

POST OFFICE DEPARTMENT: (Topographer's Office)—
- Post route maps of States and Territories.

DEPARTMENT OF AGRICULTURE:
- Bureau of Chemistry and Soils—
  - Soil maps in county units.
- Forest Service—
  - Maps of National Forests and of forested regions

# PUBLICATIONS OF THE INTERNATIONAL HYDROGRAPHIC BUREAU

[Obtained only from the Secretary General. International Hydrographic Bureau, Monaco (Principality). The edition required should be specified. Payment to be made by check or international postal order, payable at Monte-Carlo, in U. S. A. dollars or French francs at current rate of exchange. Stamps, money, and bank notes not accepted]

I. International Hydrographic Conferences (London, 1919; Monaco, 1926; Monaco, 1929).
Reports of Proceedings. Price, each, $2.50.
Repertory of Resolutions adopted by these 3 Conferences. Price, 50 cents. (Postage extra.)

II. Statutes of the International Hydrographic Bureau, 1926. Price, 20 cents. (Postage extra.)

III. Annual Reports of the International Hydrographic Bureau (since (1921). Price, 20 cents each. (Postage extra.)

IV. Special Publications on Technical Subjects. (Postage extra.)

*No. 1. Echo Sounding (December, 1923). Price, 10 cents.

*No. 2. Report on Observations of Lights Made in the United Kingdom (March, 1924). Price, 10 cents.

*No. 3. Echo Sounding (October, 1924). Price, 10 cents.

*No. 4. Echo Sounding (March, 1925). Price, 10 cents.

*No. 5. International Low Water (March, 1925). Price, 10 cents.

*No. 6. Summary of Data on Uniformity in Buoyage and Buoy Lighting (August, 1925). Price, 10 cents.
Illustrated Tabulation (3 sheets). Price, 60 cents.

No. 6a. Further Summary of Data on Uniformity in Buoyage and Buoy Lighting (October, 1925). Price, 10 cents.

No. 7. Report on the Observations of Visibility of Lights (August, 1925). Price, 10 cents.

No. 8. Summary of Data on Uniformity in Storm Warning Signals (December, 1925). Price, 10 cents.
Illustrated Tabulation (3 sheets). Price, 60 cents.

No. 8a. Further Summary of Data on Uniformity in Storm Warning Signals (July, 1926). Price, 10 cents.

*No. 9. Unification of Buoyage (January, 1926). Price, 10 cents.

*No. 10. International Low Water (January, 1926). Price, 20 cents.

No. 11. Summary of Data on Wind Force and the Beaufort Scale (April, 1926). Price, 10 cents.

No. 12. Investigation of Harmonic Constants; Prediction of Tides and Currents, and their description by means of these Constants (May, 1926). Price, 50 cents.

No. 12a. Table of Harmonic Constants. Price, 50 cents.

No. 13. Tide Predicting Machines (July, 1926). Price, $2.00.

*No. 14. Echo Sounding (August, 1926). Price, 30 cents.

*No. 15. Summary of Data on Coastal Signals, with proposals for their unification (April, 1926). Price, 20 cents.
Illustrated Tabulation (8 sheets). Price, $1.75.

*No. 16. Summary of Data on Port Signals (July, 1926). Price, 20 cents.
Illustrated Tabulation (10 sheets). Price, $2.00.

*No. 17. Summary of Data on Safety of Life at Sea (January, 1927). Price, 40 cents.

No. 18. List of Life-saving Stations (2d edition, July, 1928). Suppl. No. V, May 1931. Price, 30 cents.

*No. 19. Ocean Currents in Relation to Oceanography, Marine Biology, Meteorology, and Hydrography (March 1927). Price, 30 cents.

No. 20. General List, arranged by Ocean and Historical cards of Shoals of doubtful existence and of Shoals the positions of which are doubtful or approximate (January, 1928). Price, 30 cents.
2d edition. Part A, North Atlantic Ocean (January, 1932). Price, 10 cents.
Part B, South Atlantic Ocean (January, 1932). Price, 10 cents.
Part C, Indian Ocean (January, 1932). Price, 10 cents.
Part D, North Pacific Ocean (in press).
Part E, South Pacific Ocean (in preparation).

No. 21. Table of Meridional Parts (December, 1928). Price, 60 cents.

No. 22. Manual of Symbols and Abbreviations (September, 1928). Price, $1.00.

No. 22a Tabulation of the Principal Characteristics of Lights. Price, 10 cents.

No. 22b. Beaufort Scale (December, 1931) Price, 10 cents.

No. 22c. Terminology of Submarine Relief (January, 1932). Price, 10 cents.

No. 23. Limits of Oceans and Seas (August, 1928). Price, 35 cents.

No. 24. List of Geographical Positions, part 1 (April, 1930). Price, $1.00.

No. 24a. List of Geographical Positions, part 2 (February, 1931). Price, $1.50.

No. 25. Catalogue of Original Charts, part 1 (Seas of Europe) (April, 1929), with supplement 1932. Price, 50 cents.

No. 25a. Catalogue of Original Charts, Part II (Atlantic Ocean, Indian Ocean) (May, 1931), with supplement, 1932. Price, 50 cents.

No. 26. List of Harmonic Constants (March, 1931). Price, $1,00.

No. 27. General Repertory of Original Nautical Documents issued by Hydrographic Offices (November, 1931). Price, $1.00.

No. 28. Vocabulary concerning Tides (March, 1932). Price, 10 cents.

C-1. Planisphere, Mercator Proj.,scale on Eq. 1 : 45,000,000—39″ x 20″. Price, 30 cents.

C-2. Reproduction of Mercator's Chart, 1569, 18 sheets. Price, $10.00.

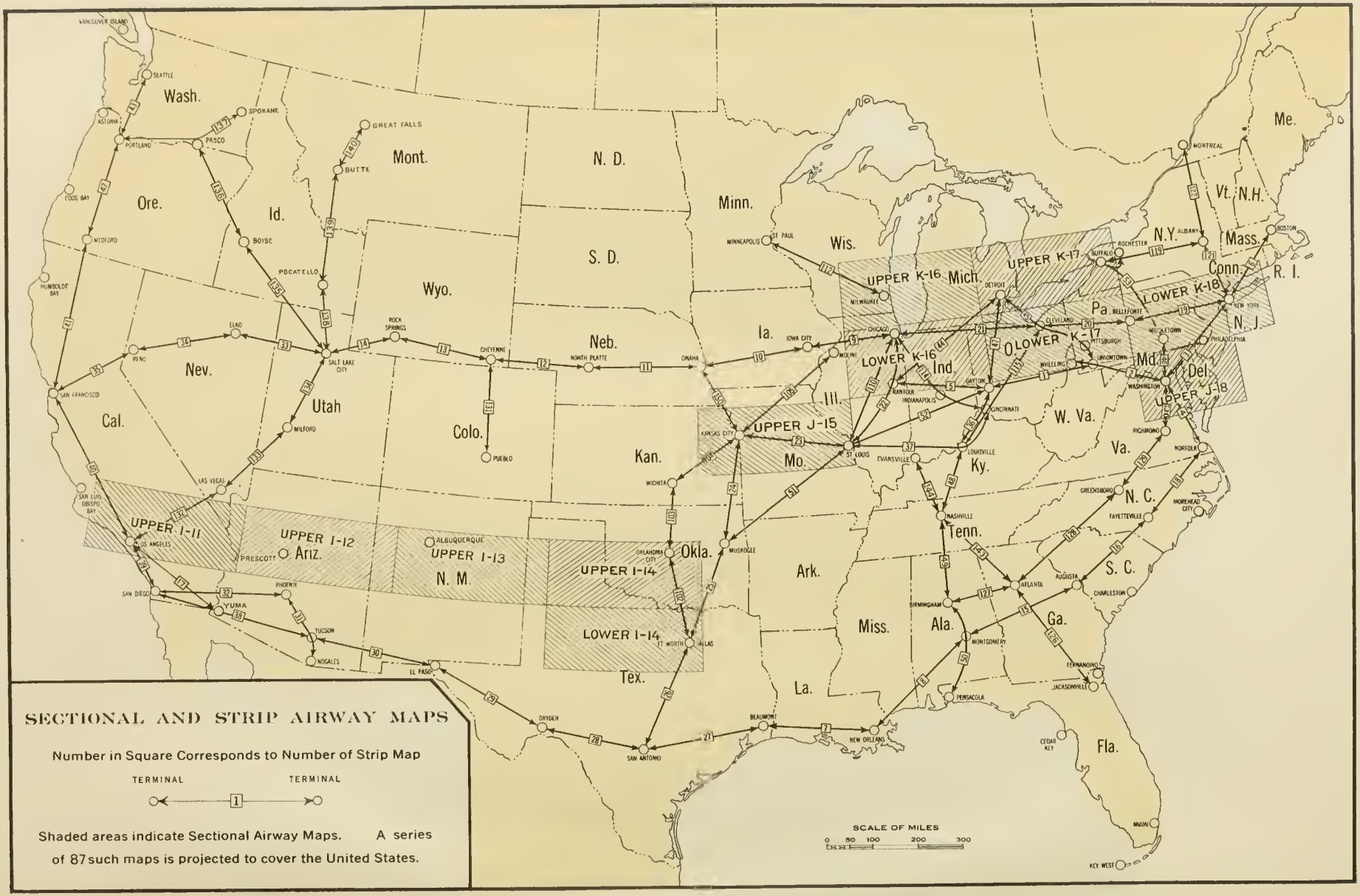
V. Hydrographic Review, published in May and November of each year since 1923 (except in November, 1923, and November, 1926). Each number forms one volume 8vo., 11″ by 7½″, illustrated, of from 250 to 300 pages. Price (postage extra) $2.00. Subscriptions for 2 or more consecutive numbers, if sold direct and prepaid, cost $1.80 each (postage free). Price per number to Administrations and Naval Officers of the States members of the Bureau (postage extra) $1.00. Tables of contents of numbers previously published sent free on request.

VI. Hydrographic Bulletin (bilingual, English-French), published each month, commencing January, 1928. Price per number (postage extra), 20 cents. Price per 12 consecutive numbers, $2.00, postage free. A reduction of 50 per cent on these prices is allowed to Administrations and Naval officers of States Members of the Bureau.

VII. Year Book (bilingual, English-French), published each year, commencing January, 1928. One volume, giving the titles, addresses, etc., of hydrographers all over the world. Price (postage extra), bound in leather, $2.00 in paper, $1.00.

There are English and French editions of all publications with the exception of the Report of Proceedings of the International Hydrographic Conference, London, 1919, which is issued in English only, and the Hydrographic Bulletin and Year Book, which are both bilingual.

* Reproduced in the Hydrographic Review which follows their issue.




## SECTIONAL AND STRIP AIRWAY MAPS

Number in Square Corresponds to Number of Strip Map

TERMINAL — 1 — TERMINAL

Shaded areas indicate Sectional Airway Maps. A series of 87 such maps is projected to cover the United States.

AIRWAY MAPS OF THE UNITED STATES — DEPARTMENT OF COMMERCE AND WAR DEPARTMENT

# AIRWAY MAPS OF THE UNITED STATES

[For Airway Maps of the Philippine Islands, see page 55]

The Coast and Geodetic Survey is the distributing agency for all airway maps issued by the Department of Commerce and by the Air Corps of the United States Army. **Sectional Airway Maps sell for 40 cents each and Strip Airway Maps of the United States sell for 35 cents each. In lots of 20 or more in one shipment to one address, however, the price is 25 cents per copy.** They are not returnable. These maps may be purchased from the Director, Coast and Geodetic Survey, Washington, D. C., or from the following field stations: 808 Customhouse, Boston, Mass.; 6 State Street, New York, N. Y.; 423 Canal Street, New Orleans, La.; 510 Customhouse, San Francisco, Calif.; and 202 Burke Building, Seattle, Wash. Strip Airway Maps of the Philippine Islands, which sell for 50 cents each, may be purchased from the Washington office and from the U. S. Coast and Geodetic Survey Field Station, Manila, P. I.

Airway maps are designed for use in air navigation They are lithographed in colors and show streams, roads, railroads, towns, and elevations. Readily understood symbols are used to emphasize features of importance to air navigation, such as radio ranges, airports, auxiliary landing fields, airway beacons, lighthouses, high-tension lines, and compass roses.

These maps are drawn to the scale of 1:500,000 (8 miles to the inch). Strip Airway Maps cover an area 80 miles wide (about 10 inches in width) along established airways. Sectional Airway Maps (size about 20 by 42 inches) embrace 2° latitude by 6° longitude, with a 2-inch overlap on adjoining maps, and the 87 maps of this series when completed will cover the entire United States.

Upon request to the Director, Coast and Geodetic Survey, Washington, D. C., persons interested may have their names added to Mailing List No. 109–R, to receive prompt notice of the issuance of new maps and new editions thereof.

## SECTIONAL AIRWAY MAPS OF THE DEPARTMENT OF COMMERCE

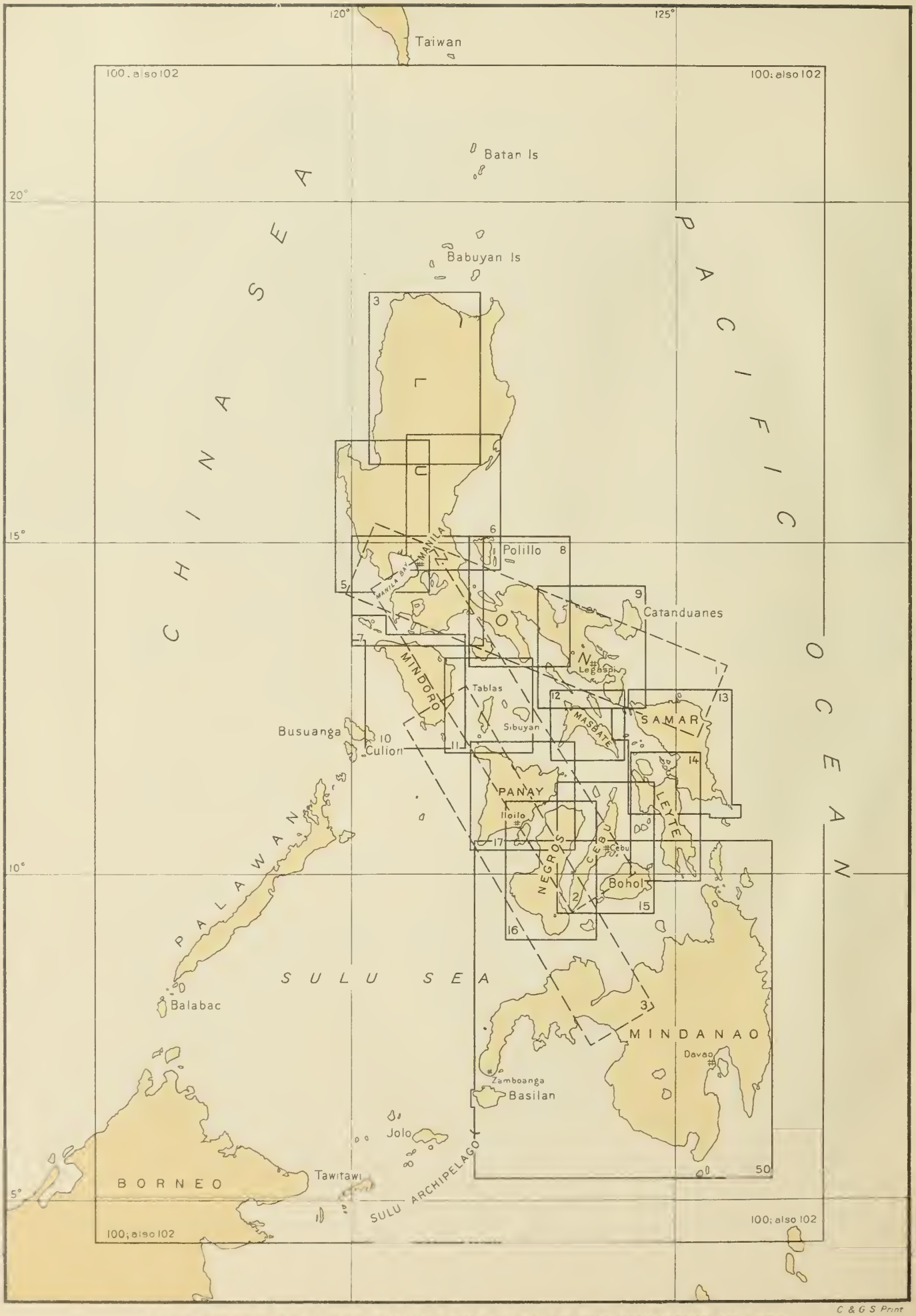
Upper I–11, Los Angeles (1933).
Upper I–12, Prescott (1932).
Upper I–13, Alhuquerque (1932).
Upper I–14, Oklahoma City (1932).
Lower I–14, Dallas (1933).
Upper J 15, Kansas City (1932).
Upper J–18, Washington (1932).
Upper K–16, Milwaukee (1931).
Lower K–16, Chicago (1933).
Upper K–17, Detroit-Toronto (1931).
Lower K–17, Clevland (1932).
Lower K–18, New York (1932).

## STRIP AIRWAY MAPS OF THE DEPARTMENT OF COMMERCE

102. Dallas-Oklahoma City (1930).
103. Oklahoma City-Wichita (1930)
104. Wichita-Kansas City (1932).
105. Kansas City-St. Joseph-Moline (1930).
110. St. Louis-Chicago (1930).
112. Milwaukee-St. Paul-Minneapolis (1930).
114. Cincinnati-Chicago (1930).
115. Louisville-Cincinnati-Cleveland (1931).
119. Buffalo-Albany (1930).
121. New York-Albany (1931).
122. Albany-Montreal (1931).
126. Jacksonville-Atlanta (1931).
127. Birmingham-Atlanta (1931).
128. Atlanta-Greensboro (1932).
129. Greensboro-Richmond (1930).
130. Richmond-Washington (1930).
131. Pueblo-Cheyenne (1930).
132. Los Angeles-Las Vegas (1931).
133. Las Vegas-Milford (1930).
134. Milford-Salt Lake City (1931).
135. Salt Lake City-Boise (1930).
136. Boise-Pasco (1930).
137. Portland-Spokane (1931).
138. Salt Lake City-Pocatello (1931).
139. Pocatello-Butte (1932).
140. Butte-Great Falls (1932).
143. Atlanta-Nashville (1931).
144. Nashville-Evansville (1931).
150. Kansas City-Omaha (1931).

## STRIP AIRWAY MAPS OF THE AIR CORPS OF THE UNITED STATES ARMY

1. Uniontown-Dayton (1932)
2. Washington-Uniontown-Wheeling (1932).
3. Washington-New York (1932).
4. Washington-Norfolk (1932).
5. Dayton-Rantoul (1932).
6. New York-Boston (1932).
7. Beaumont-New Orleans (1930).
8. New Orleans-Montgomery (1928).
9. Chicago-Iowa City (1929).
10. Iowa City-Omaha (1930).
11. Omaha-North Platte (1932).
12. North Platte-Cheyenne (1932).
13. Cheyenne-Rock Springs (1932).
14. Rock Springs-Salt Lake City (1932).
15. Montgomery-Augusta (1928).
16. Augusta-Fayetteville (1931).
17. Los Angeles-Yuma (1932).
18. Fayetteville-Norfolk (1932).
19. New York-Bellefonte (1929).
20. Bellefonte-Cleveland (1932).
21. Cleveland-Chicago (1932).
22. Chicago-Rantoul-St. Louis (1932).
23. St. Louis-Kansas City (1932).
24. Kansas City-Muskogee (1932).
25. Muskogee-Dallas (1932).
26. Dallas-San Antonio (1930).
27. San Antonio-Beaumont (1932).
28. San Antonio-Dryden (1931).
29. Dryden-El Paso (1932).
30. El Paso-Tucson (1932).
31. Nogales-Tucson-Phoenix (1932)
32. Phoenix-San Diego (1931).
33. Salt Lake City-Elko (1932).
34. Elko-Reno (1932).
35. Reno-San Francisco (1932).
36. Dayton-Louisville (1930).
37. Louisville-St. Louis (1928).
38. San Diego-Tucson (1928).
39. San Diego-Los Angeles (1932).
40. Los Angeles-San Francisco (1932).
41. San Francisco-Medford (1930).
42. Medford-Vancouver (1929).
43. Vancouver-Seattle (1932).
44. Detroit-Rantoul (1932).
45. Uniontown, Pittsburgh-Cleveland and Mount Clemens (1932).
46. Washington-Middletown (1930).
47. Detroit-Dayton (1932).
48. Louisville-Nashville (1932).
49. Nashville-Birmingham (1932).
50. Birmingham-Montgomery-Pensacola (1932).
51. St. Louis-Muskogee (1932).
52. St. Louis-Dayton (1930).
53 Middletown to Buffalo and Rochester (1932).




C & G S Print

STRIP AIRWAY MAPS AND TOPOGRAPHIC MAPS OF THE PHILIPPINE ISLANDS

## STRIP AIRWAY MAPS OF THE PHILIPPINE ISLANDS

(These maps may be purchased from the Director of Coast Surveys, Manila, P. I., or from the Director, Coast and Geodetic Survey, Washington, D. C., at 50 cents each)

1. Manila to Legaspi and Laoang (1929).
2. Manila to Iloilo and Cebu (1930).

## TOPOGRAPHIC AND OUTLINE MAPS OF THE PHILIPPINE ISLANDS

| No. | Price | Title | Scale | Size of border (inches) | Date | No. | Price | Title | Scale | Size of border (inches) | Date |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TOPOGRAPHIC MAPS | | | | | | TOPOGRAPHIC MAPS—Contd. | | | |
| 3 | $2.00 | Northern Luzon—western sheet | 1:200,000 | 38×56 | 1932 | 16 | $1.50 | Negros | 1:200,000 | 32×46 | 1933 |
| 5 | 1.50 | Central Luzon | 1:200,000 | 32×50 | 1931 | 17 | 1.00 | Panay | 1:200,000 | 35×38 | 1931 |
| 6 | 1.00 | Central Luzon—eastern sheet | 1:200,000 | 31×45 | 1933 | 50 | 1.50 | Mindanao* | 1:600,000 | 36×39 | 1933 |
| 7 | 1.50 | Southern Luzon | 1:200,000 | 36×44 | 1925 | 100 | 2.00 | Philippine Islands (in four sheets)† | 1:1,000,000 | 50×78 | 1927 |
| 8 | 1.50 | Southern Luzon—central sheet | 1:200,000 | 34×43 | 1930 | 102 | 2.00 | Contour map of the Philippine Islands and waters (in four sheets)† | 1:1,000,000 | 50×78 | 1924 |
| 9 | 1.50 | Southern Luzon—southern sheet | 1:200,000 | 36×41 | 1933 | | | | | | |
| 10 | 1.00 | Mindoro | 1:200,000 | 32×40 | 1929 | | | OUTLINE MAPS | | | |
| 11 | .50 | Islands of Tablas, Romblom, and Sibuyan | 1:200,000 | 30×32 | 1913 | | | | | | |
| 12 | .50 | Masbate | 1:200,000 | 25×26 | 1932 | 3082 | .25 | Outline Map of the Philippine Islands, Polyconic Projection | 1:2,500,000 | 20×30 | 1929 |
| 13 | 1.50 | Samar and adjacent islands | 1:200,000 | 36×40 | 1920 | | | | | | |
| 14 | 1.00 | Leyte | 1:200,000 | 24×44 | 1933 | 3083 | .10 | Philippine Islands Base Map, Mercator Projection in Lat. 13° N | 1:5,000,000 | 11×17 | 1905 |
| 15 | 1.50 | Cebu and Bohol | 1:200,000 | 33×43 | 1930 | | | | | | |

* Index of names appearing on map No. 50, 8vo., 22 pp. Price, 10 cents.
† Can be supplied by the Director of Coast Surveys, Manila, P. I., mounted on muslin, at $4 per copy.

## PUBLICATIONS ON TRIANGULATION AND MAGNETIC DECLINATION IN THE PHILIPPINE ISLANDS

[Obtainable only from the Director of Coast Surveys, Manila, P. I.]

Philippine Islands, Vol. I.—8vo., paper, pp. 468 (1927). Price, 50 cents.
Philippine Islands, Vol. II.—8vo., paper, pp. 476 (1927). Price, 50 cents.
Manila.—8vo., paper, pp. 55 (1926). Price, 15 cents.
Magnetic Declination for Philippine Islands (1925). Price, 30 cents.

## FIELD STATIONS OF THE U. S. COAST AND GEODETIC SURVEY

Boston, Mass., 808 Customhouse
New York, N. Y., Room 328, South Ferry Building, 6 State Street.
New Orleans, La., Room 314, Customhouse, 423 Canal Street.
San Francisco, Calif., Room 510, Customhouse.
Seattle, Wash., Room 202, Burke Building.
Manila, P. I., Intendencia Building.

At these offices complete files of U. S. Coast and Geodetic Survey charts, Coast Pilots, Tide Tables, and other publications relating to navigation may be consulted and information affecting navigation obtained without charge.

Notices to Mariners are kept for free distribution to mariners.

U. S. Coast and Geodetic Survey Charts, Coast Pilots, Tide Tables, and Current Tables are on sale at these field stations.

## AGENCIES FOR THE SALE OF THE CHARTS, COAST PILOTS, TIDE TABLES, CURRENT TABLES, AND TIDAL-CURRENT CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

[*Agents marked with an asterisk also handle U. S. Hydrographic Office publications. †Agents marked with a dagger also handle U. S. Lighthouse Service publications.]

*Maine—*
- Bar Harbor: Charles Parker.
- Bath: †Charles A. Harriman, 106 Front Street.
- Belfast: Lord & Co., 31 Front Street.
- Boothbay Harbor: W. E. Sawyer.
- Brunswick: F. W. Chandler & Son.
- Camden: †The Village Shop, 25 Main Street.
- Eastport: *†S. L. Wadsworth & Son, 5–8 Central Wharf.
- Jonesport: E. B. Sawyer.
- McKinley: Albert D. Moore.
- Northeast Harbor: The A. G. Bain Co.
- Portland: *†W. S. Jordan Co., 102 Commercial Street.
- Rockland: *†Huston-Tuttle Book Co., 405 Main Street.
- Southwest Harbor: Howe D. Higgins.
- Stonington: T. Warren & Co.

*New Hampshire*—Portsmouth: W. S. Jackson.

*Massachusetts—*
- Bass River, Cape Cod: Theodore Frothingham.
- Boston:
  - †U. S. Coast and Geodetic Survey Field Station, Room 808 Customhouse
  - *†W. E. Hadlock & Co., 9 Broad Street.
  - *†C. C. Hutchinson, 175 State Street.
  - *†Kelvin & Wilfrid O. White Co., 112 State Street.
  - *†Advance Nautical Equipment Co., 154 State Street.
- Chatham: Mayflower Shop.
- Gloucester:
  - †Harry F. Mawhinney, 42 Main Street.
  - *George K. Rogers, 150 Main Street.
- New Bedford: †C. E. Beekman Co., 31–35 Commercial Street.
- Woods Hole: H. A. Daniels.

*Rhode Island—*
- Newport: *W. H. Tibbetts Co., 185 Thames Street.
- Providence: Goff & Page, 54 Customhouse Street.

*Connecticut—*
- Bridgeport: Rider, Hayes Co., 610–612 Water Street.
- Hartford: †Clapp & Treat (Inc.), 68 State Street.
- Middletown: Hazen's Bookstore, 238 Main Street.
- New Haven: Bradley & Scoville, Inc., 67–69 Orange Street.
- New London:
  - †Edwin Keeney Co., 15 Main Street.
  - †The Darrow & Comstock Co., 114 Bank Street.
- South Norwalk: Fitzgerald Company, 201 Liberty Square.
- Stamford: Stamford Bookstore (Inc.), 482 Main Street.

*New York—*
- Albany: †B. Lodge & Co., 109 North Pearl Street.
- Bay Shore, L. I.: John L. Hammer, foot of Ocean Avenue.
- Freeport: Chatfield's Marine Sales and Service (Inc.), Hudson Point.
- Greenport: S. T. Preston & Son.
- Huntington: †Huntington Hardware Co.
- New York:
  - †U. S. Coast and Geodetic Survey Field Station, Room 328, South Ferry Building, 6 State Street.

*New York*—Continued.
- New York—Continued.
  - *†John Bliss & Co., 84 Pearl Street.
  - *†C. S. Hammond & Co., 30 Church Street.
  - Motor Boat, 63 Beekman Street.
  - *†T. S. & J. D. Negus, 69 Pearl Street.
  - *Kelvin & Wilfrid O. White Co., 38 Water Street.
  - †The E. J. Willis Co., 85 Chambers Street, 65 Reade Street.
  - Standard Map Co., 1476 Broadway.
  - Abercrombie & Fitch Co., Madison Avenue and Forty-fifth Street.
  - Hagstrom Co. (Inc.), 20 Vesey Street.
- Port Jefferson: Charles S. Dickerson.
- Port Washington: A. & R. Marshall, 403 Main Street.
- Sag Harbor, L. I.: R. C. Barry & Son.

*New Jersey—*
- Atlantic City: †Service Station Co., Massachusetts and Adriatic Avenues.
- New Brunswick: R. H. Garretson.
- Perth Amboy: Frank P. Woglom, 197 Smith Street.
- Red Bank: Harold H. Brown, 80 Riverside Avenue.

*Delaware*—Wilmington: †David A. Hay & Co., 121 Market Street.

*Pennsylvania—*
- Philadelphia:
  - *†John E. Hand & Sons Co., Third and Chestnut Streets.
  - *†Riggs & Bro., 310 Market Street.
  - The Map Store, 50 North Thirteenth Street.
  - H. W. Barraclough, 3649 North Tenth Street.

*Maryland—*
- Baltimore:
  - *†John E. Hand & Sons Co., 11–13 South Gay Street.
  - *†E. Smola Co. (Inc.), 43 South Gay Street.
- Crisfield: J. P. Tawes & Bro.

*District of Columbia*—Washington: U. S. Coast and Geodetic Survey Office.

*Virginia—*
- Newport News: *†E. Smola, 124 Twenty-fifth Street.
- Norfolk:
  - William Freeman & Son (Inc.), 317 Granby Street.
  - *†W. T. Brownley, 121 Randolph Street.
  - *†Henry Eagleton, 6 Arcade Building.
- Richmond: Everett Waddey Co.

*North Carolina—*
- Elizabeth City: P. W. Melick Co., 11–13 South Water Street.
- Wilmington: *C. D. Maffitt & Co., Rooms 207–208, C. D. Maffitt's Marine Wireless Building.

*South Carolina—*
- Charleston: *†The Hammond Book Store, 10 Broad Street.

*Georgia—*
- Brunswick: Brunswick Hardware Co.
- Savannah: John D. Robinson Co., 11 Bay Street, West.

## SALES AGENTS—Continued

*Florida—*
Crystal River: Frederick Van Roy.
Fort Myers: J. B. Parker (Inc.).
Jacksonville: *†The H. & W. B. Drew Co.
Key West: *†Roberts' Book Store, 222 Duval Street.
Miami:
*†Frank T. Budge Co.
*†The Hopkins-Carter Co., Miami Avenue and Southeast Second Street.
Pensacola: *†McKenzie Oerting & Co., 603 South Palafox Street.
St. Augustine: Cordova Co., corner Cordova and Hypolita Streets.
St. Petersburg: Bayboro Marine Ways Co. (Inc.), Second Street and Seventh Avenue, South.
Tampa: *†W. M. Fielder, 102 Franklin Street.
Tarpon Springs: Webster Little.
West Palm Beach: Palm Beach Mercantile Co.

*Alabama*—Mobile: *†Mobile Ship Chandlery Co., cor. Dauphin, Commerce, and Front Streets.

*Mississippi*—Gulfport: C. A. Simpson & Co.

*Louisiana—*
New Orleans:
†U. S. Coast and Geodetic Survey Field Station, 314 Customhouse, 423 Canal Street.
*†J. S. Sareussen, 317 Tchoupitoulas Street.
*†Woodward, Wight & Co., corner Howard Avenue and Constance Street.
*†Baker, Lyman & Co., 308 Magazine Street.

*Texas—*
Galveston:
*†Purdy's Book Store, 2220 Avenue D.
*†H. S. Gilbert & Co., 305 Twenty-second Street.
Houston: *†Peden Co., 700 N. Jacinto Street.
Port Arthur: *N. M. Nielsen, 417 Austin Avenue.
Rockport: Fred M. Percival.

*Cuba*—Habana: *†Eduardo Mencio, 42 O'Reilly Street.

*Puerto Rico*—San Juan: *Plaza Provision Co., 15 Allen Street.

*U. S. Virgin Islands*—St. Thomas: *E. L. Simmons, Harbormaster.

*Canal Zone*—Cristobal: *†Captain of the Port.

*California—*
Balboa: Balboa Marine Hardware Co.
Eureka: †C. O. Lincoln & Co., 615 Fifth Street.
Los Angeles:
†Dietrich-Post Co. of Los Angeles, 812 South Spring Street.
A. Lietz Co., 913 South Grand Avenue.
San Diego: *†Arey-Jones Co., 933 Fourth Street.
San Francisco:
†U. S. Coast and Geodetic Survey Field Station, 510 Customhouse.
*†Geo. E. Butler, Alaska Commercial Building, 356 California Street.
*†A. Lietz Co., 61 Post Street.
*†Louis Weule Co., 6 California Street.
San Pedro:
*†Marine Hardware Co., 509 Beacon Street.
†C. J. Hendry Co., 111–121 South Front Street.
*†Southwestern Instrument Co., 244 West Seventh Street, Los Angeles Harbor.
Santa Barbara: Pacific Coast Publishing Co., 1022 State Street.
Tahoe: Tahoe Mercantile Co.
Wilmington: Club Boat Shop, 201–203 Avalon Boulevard.

*Oregon—*
Astoria: *The Beebe Co., 587 Bond Street.
Marshfield: G. R. Theiring.
Portland:
*†The Beebe Co., First and Washington Streets.
*†Frank H. Parks, 506 Spalding Building.
†Portland Instrument Co., 283–A Oak Street.

*Washington—*
Aberdeen: *Evans Drug Co.
Anacortes: †S. D. Temple & Co., 610 Commercial Avenue.
Bellingham: Griggs Stationery & Printing Co., 212 East Holly Street.
Everett: Black & King, 2930 Colby Avenue.
Friday Harbor: Friday Harbor Drug Co.
Mount Vernon: †Ray Eldridge, Stationery Co.
Neah Bay: W. W. Washburn, jr.
Olympia: The Smokehouse, 415 Capitol Way.
Seattle:
†U. S. Coast and Geodetic Survey Field Station, Room 202, Burke Building.
*†Max Kuner Co., 812 First Avenue.
*†Lowman & Hanford Co., 1514 Third Avenue.
*†Pacific Marine Suppply Co., 1217 Western Avenue.
Northwest Instrument Co., 63 Madison Street.
Tacoma: *†The Stationers (Inc.), 926 Pacific Avenue.

*Alaska—*
Anchorage: Joseph Schmitbauer.
Cordova: Cordova Drug Co.
Hoonah: O. G. Hillman.
Juneau: †The Hayes Shop.
Ketchikan: *†Ryus Drug Co.
Kodiak: W. J. Erskine Co.
Petersburg: The Trading Union (Inc.).
Seward: Alaska Shop.
Sitka: †Mrs. Gertrude H. McGrath.
Valdez: Valdez Drug Co. (Inc.).
Wrangell: †Campbell Brothers.

*Hawaii*—Honolulu: *Honolulu Paper Co. (Ltd.), 1045 Bishop Street.

*Philippine Islands—*
Cebu: Pacific Commercial Co.
Iloilo: Hoskyn & Co.
Manila:
†U. S. Coast and Geodetic Survey Field Station, Intendencia Building.
*Luzon Stevedoring Co., between Pier 3 and Pier 5, Port Area.
Zamboanga: Francisco Barrios & Co.

*Canada—*
Halifax, Nova Scotia: †John W. Gabriel, 385 Barrington Street.
Montreal, Quebec:
*Harrison & Co., 1237 Metcalfe Street.
*Kelvin, Bottomley & Baird, Canada (Ltd.), 101 Commissioners Street.
Nanaimo, B. C.: T. A. Barnard.
Prince Rupert, B. C.: *McRae Bros. (Ltd.).
Vancouver, B. C.:
*†Capt. A. P. W. Williamson & Son, 1056 West Pender Street.
*The Clarke & Stuart Co. (Ltd.), 550 Seymour Street.
Victoria, B. C.: T. N. Hibben & Co. (Ltd.).

*Germany—*
Berlin SW.: Dietrich Reimer (Ernst Vohsen), 48 Wilhelmstrasse, 29.
Hamburg: Deutsches Seekarten Berichtigungsinstitut, Herrengraben 29, IV Javahaus.

# NUMERICAL LIST OF NAUTICAL CHARTS

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| 50 | $0.75 | 3 | 287 | $0.75 | 9 | 437 | $0.25 | 13 | 748 | $0.75 | 9 | 1213 | $0.75 | 9 | 3032 | $0.50 | 50 |
| 51 | .75 | 3 | 288 | .50 | 5 | 440 | .75 | 13 | 801 | .75 | 5 | 1214 | .75 | 9 | 3035 | .45 | 50 |
| 52 | .75 | 3 | 289 | .50 | 5 | 447 | .25 | 13 | 804 | .75 | 15 | 1215 | .75 | 9 | 3035*a* | .75 | 50 |
| 77 | .75 | 3 | 293 | .75 | 9 | 448 | .25 | 13 | 805 | .75 | 15 | 1216 | .75 | 11 | 3036 | .45 | 50 |
| 78 | .75 | 3 | 294 | .75 | 11 | 450 | .75 | 13 | 901 | .75 | 21 | 1217 | .75 | 11 | 3043 | .45 | 50 |
| 178 | .75 | 15 | 295 | .75 | 11 | 452 | .75 | 11 | 902 | .75 | 21 | 1218 | .75 | 11 | 3055 | .50 | 50 |
| 179 | .75 | 15 | 296 | .50 | 11 | 453 | .50 | 13 | 903 | .75 | 21 | 1219 | .75 | 11 | 3060 | .30 | 50 |
| 180 | .75 | 15 | 297 | .25 | 7 | | | 15 | 904 | .75 | 21 | 1220 | .75 | 11 | 3068 | .20 | 50 |
| 181 | .75 | 15 | 298 | .50 | 9 | 458 | .50 | 15 | 905 | .75 | 21 | 1221 | .75 | 11 | 3069 | .25 | 50 |
| 182 | .75 | 15 | 299 | .25 | 9 | 470 | .75 | 13 | 908 | .75 | 21 | 1222 | .75 | 11 | 3070 | .75 | 50 |
| 183 | .75 | 15 | 303 | .75 | 5 | 473 | .50 | 15 | 909 | .50 | 21 | 1223 | .75 | 11 | 3075 | .75 | 3 |
| 184 | .75 | 15 | 304 | .75 | 5 | 474 | .25 | 15 | 913 | .75 | 21 | 1224 | .75 | 11 | 3080 | .25 | 50 |
| 185 | .75 | 15 | 305 | .75 | 5 | 480 | .25 | 15 | 914 | .75 | 21 | 1225 | .75 | 11 | 3081 | .30 | 50 |
| 196 | .75 | 17 | 306 | .75 | 5 | 481 | .75 | 11 | 915 | .50 | 21 | 1226 | .75 | 11 | 3082 | .25 | 50 |
| 197 | .75 | 17 | 307 | .75 | 5 | 490 | .75 | 17 | 916 | .25 | 21 | 1227 | .75 | 13 | 3083 | .10 | 50 |
| 198 | .75 | 17 | 308 | .75 | 5 | 494 | .75 | 11 | 917 | .75 | 21 | 1228 | .75 | 13 | 3099 | .15 | 50 |
| 199 | .75 | 17 | 309 | .75 | 5 | 495 | .75 | 11 | 918 | .25 | 21 | 1229 | .75 | 13 | 3101–3190 | .15 | 50 |
| 214 | .50 | 9 | 310 | .75 | 5 | 504 | .75 | 11 | 920 | .75 | 21 | 1231 | .75 | 13 | | | |
| 215 | .75 | 9 | 311 | .75 | 5 | 508 | .50 | 15 | 921 | .75 | 21 | 1232 | .75 | 13 | 3240 | .25 | 50 |
| 216 | .50 | 9 | 312 | .75 | 5 | 509 | .50 | 15 | 922 | .25 | 21 | 1233 | .75 | 13 | 3241 | .25 | 50 |
| 217 | .50 | 9 | 313 | .75 | 5 | 517 | .75 | 17 | 923 | .25 | 21 | 1234 | .75 | 13 | 3242 | .25 | 50 |
| 218 | .75 | 9 | 314 | .75 | 5 | 518 | .25 | 17 | 924 | .25 | 21 | 1235 | .75 | 13 | 3252–3260 | .25 | 19 |
| 219 | .50 | 9 | 315 | .75 | 5 | 520 | .25 | 17 | 925 | .25 | 21 | 1236 | .75 | 13 | | | |
| 220 | .75 | 9 | 317 | .25 | 5 | 525 | .75 | 17 | 926 | .75 | 21 | 1237 | .75 | 13 | 4000 | .75 | 37 |
| 221 | .75 | 9 | 318 | .25 | 5 | 529 | .75 | 11 | 927 | .75 | 21 | 1238 | .75 | 13 | 4101 | .25 | 37 |
| 222 | .75 | 9 | 319 | .25 | 5 | 530 | .50 | 11 | 928 | .75 | 21 | 1239 | .75 | 13 | 4102 | .75 | 37 |
| 223 | .75 | 9 | 320 | .25 | 5 | 531 | .75 | 11 | 929 | .75 | 21 | 1240 | .75 | 13 | 4103 | .25 | 37 |
| 224 | .75 | 9 | 321 | .25 | 5 | 532 | .75 | 17 | 931 | .75 | 21 | 1241 | .75 | 13 | 4104 | .75 | 37 |
| 225 | .50 | 5 | 325 | .50 | 5 | 533 | .50 | 17 | 932 | .25 | 21 | 1242 | .75 | 13 | 4105 | .25 | 37 |
| 226 | .75 | 9 | 329 | .50 | 5 | 534 | .75 | 11 | 933 | .25 | 21 | 1243 | .75 | 15 | 4108 | .25 | 37 |
| 227 | .25 | 5 | 330 | .25 | 5 | 535 | .75 | 11 | 934 | .25 | 21 | 1244 | .75 | 15 | 4109 | .50 | 37 |
| 228 | .25 | 5 | 331 | .25 | 5 | 536 | .75 | 11 | 935 | .50 | 21 | 1245 | .75 | 15 | 4110 | .75 | 37 |
| 229 | .50 | 5 | 339 | .25 | 7 | 537 | .75 | 13 | 936 | .50 | 21 | 1246 | .75 | 15 | 4111 | .25 | 37 |
| 230 | .50 | 5 | 340 | .25 | 7 | 538 | .75 | 13 | 950 | .75 | 21 | 1247 | .75 | 15 | 4112 | .50 | 37 |
| 231 | .75 | 5 | 341 | .25 | 7 | 539 | .75 | 11 | 952 | .75 | 21 | 1248 | .75 | 15 | 4113 | .25 | 37 |
| 232 | .25 | 7 | 343 | .50 | 7 | 541 | .75 | 9 | 955 | .75 | 21 | 1249 | .75 | 15 | 4114 | .50 | 37 |
| 233 | .50 | 7 | 345 | .25 | 7 | 542 | .75 | 9 | 1000 | .75 | 3 | 1250 | .75 | 15 | 4115 | .75 | 37 |
| 234 | .25 | 11 | 346 | .50 | 7 | 543 | .50 | 9 | 1001 | .75 | 3 | 1251 | .75 | 15 | 4116 | .75 | 37 |
| 235 | .25 | 5 | 347 | .50 | 7 | 545 | .75 | 11 | 1002 | .75 | 3 | 1252 | .75 | 15 | 4117 | .75 | 37 |
| 236 | .50 | 7 | 348 | .25 | 7 | 548 | .75 | 11 | 1007 | .75 | 3 | 1253 | .75 | 15 | 4118 | .75 | 37 |
| 240 | .75 | 7 | 352 | .25 | 7 | 549 | .75 | 11 | 1106 | .75 | 3 | 1254 | .75 | 15 | 4121 | .50 | 37 |
| 242 | .50 | 7 | 353 | .75 | 7 | 557 | .75 | 11 | 1107 | .75 | 3 | 1255 | .75 | 15 | 4122 | .25 | 37 |
| 243 | .75 | 7 | 354 | .25 | 7 | 558 | .75 | 11 | 1108 | .75 | 3 | 1256 | .75 | 15 | 4123 | .50 | 37 |
| 245 | .75 | 7 | 355 | .25 | 7 | 559 | .75 | 11 | 1109 | .75 | 3 | 1257 | .75 | 15 | 4130 | .75 | 37 |
| 246 | .75 | 7 | 357 | .25 | 7 | 560 | .75 | 11 | 1110 | .75 | 3 | 1265 | .75 | 17 | 4131 | .75 | 37 |
| 247 | .50 | 7 | 358 | .75 | 9 | 571 | .75 | 13 | 1111 | .75 | 3 | 1266 | .75 | 17 | 4132 | .75 | 37 |
| 248 | .75 | 7 | 359 | .75 | 9 | 573 | .75 | 13 | 1112 | .75 | 3 | 1267 | .75 | 17 | 4133 | .75 | 37 |
| 249 | .75 | 7 | 361 | .75 | 9 | 574 | .75 | 13 | 1113 | .75 | 3 | 1268 | .75 | 17 | 4162 | .50 | 37 |
| 250 | .50 | 7 | 369 | .75 | 9 | 575 | .25 | 13 | 1114 | .75 | 3 | 1269 | .75 | 17 | 4163 | .25 | 37 |
| 251 | .75 | 7 | 375 | .50 | 9 | 577 | .75 | 15 | 1115 | .75 | 3 | 1270 | .75 | 17 | 4164 | .25 | 37 |
| 252 | .75 | 7 | 379 | .25 | 11 | 578 | .75 | 9 | 1116 | .75 | 3 | 1271 | .75 | 17 | 4165 | .25 | 37 |
| 254 | .50 | 9 | 385 | .75 | 11 | 579 | .25 | 9 | 1117 | .75 | 3 | 1272 | .75 | 17 | 4166 | .25 | 37 |
| 255 | .50 | 9 | 400 | .75 | 11 | 583 | .50 | 15 | 1201 | .75 | 5 | 1277 | .75 | 17 | 4190 | .75 | 37 |
| 256 | .50 | 9 | 406 | .25 | 13 | 584 | .75 | 15 | 1202 | .75 | 5 | 1278 | .75 | 17 | 4200 | .75 | 39 |
| 262 | .25 | 7 | 409 | .25 | 13 | 585 | .50 | 15 | 1203 | .75 | 5 | 1279 | .75 | 17 | | | 41 |
| 274 | .25 | 9 | 413 | .50 | 17 | 586 | .75 | 15 | 1204 | .75 | 5 | 1280 | .75 | 17 | 4202 | .50 | 37 |
| 276 | .50 | 7 | 420 | .25 | 13 | 587 | .75 | 15 | 1205 | .75 | 5 | 1282 | .75 | 17 | 4205 | .75 | 41 |
| 278 | .75 | 7 | 421 | .25 | 13 | 680 | .75 | 13 | 1206 | .75 | 5 | 1283 | .75 | 17 | 4207 | .75 | 41 |
| 280 | .75 | 11 | 422 | .50 | 13 | 681 | .25 | 13 | 1207 | .75 | 7 | 1284 | .75 | 17 | 4208 | .75 | 41 |
| 281 | .50 | 9 | 424 | .50 | 13 | 682 | .25 | 15 | 1208 | .75 | 7 | 1285 | .75 | 17 | 4209 | .75 | 41 |
| 282 | .50 | 9 | 425 | .50 | 13 | 683 | .25 | 15 | 1209 | .75 | 7 | 1286 | .75 | 17 | 4210 | .75 | 41 |
| 283 | .75 | 9 | 428 | .25 | 13 | 684 | .25 | 15 | 1210 | .75 | 7 | 1287 | .75 | 17 | 4211 | .75 | 41 |
| 284 | .50 | 9 | 434 | .25 | 13 | 745 | .75 | 9 | 1211 | .75 | 7 | 1288 | .75 | 17 | 4214 | .75 | 41 |
| 285 | .75 | 9 | 435 | .25 | 13 | 746 | .75 | 9 | | | 9 | 1350 | .75 | 3 | 4218 | .75 | 41 |
| 286 | .75 | 9 | 436 | .50 | 13 | 747 | .75 | 9 | 1212 | .75 | 9 | 1351 | .75 | 3 | 4219 | .75 | 41 |
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| 4222 | $0.75 | 41 | 4412 | $0.75 | 45 | 4649 | $0.25 | 47 | 5984 | $0.75 | 25 | 8157 | $0.75 | 29 | 8515 | $0.75 | 35 |
| 4223 | .75 | 41 | 4413 | .75 | 45 | 4650 | .75 | 47 | 6002 | .75 | 25 | 8158 | .75 | 29 | 8517 | .75 | 35 |
| 4226 | .75 | 41 | 4414 | .75 | 45 | 4651 | .50 | 47 | 6004 | .25 | 25 | 8160 | .50 | 31 | 8519 | .75 | 35 |
| 4227 | .75 | 41 | 4415 | .75 | 45 | 4652 | .75 | 47 | 6023 | .25 | 25 | 8161 | .75 | 29 | 8520 | .75 | 35 |
| 4230 | .75 | 41 | 4416 | .75 | 45 | 4653 | .50 | 47 | 6058 | .50 | 25 | | | 31 | 8523 | .75 | 35 |
| 4235 | .75 | 41 | 4417 | .75 | 45 | 4654 | .75 | 47 | 6102 | .75 | 25 | 8162 | .75 | 31 | 8524 | .75 | 35 |
| 4236 | .50 | 41 | 4418 | .75 | 45 | 4655 | .75 | 47 | 6112 | .50 | 25 | 8164 | .25 | 31 | 8525 | .25 | 35 |
| 4237 | .75 | 41 | 4420 | .75 | 45 | 4705 | .75 | 39 | 6122 | .25 | 25 | 8168 | .25 | 31 | 8528 | .75 | 35 |
| 4238 | .75 | 41 | 4421 | .75 | 45 | 4706 | .75 | 39 | 6146 | .50 | 25 | 8170 | .75 | 31 | 8529 | .75 | 35 |
| 4239 | .50 | 41 | 4422 | .75 | 45 | 4707 | .75 | 39 | 6151 | .75 | 25 | 8171 | .75 | 29 | 8530 | .75 | 35 |
| 4246 | .50 | 41 | 4423 | .75 | 45 | 4708 | .75 | 39 | 6152 | .75 | 25 | 8172 | .75 | 31 | 8531 | .75 | 35 |
| 4255 | .75 | 41 | 4424 | .75 | 45 | 4714 | .75 | 39 | 6153 | .75 | 25 | 8173 | .75 | 29 | 8537 | .75 | 35 |
| 4257 | .75 | 41 | 4425 | .75 | 45 | 4715 | .75 | 39 | 6154 | .50 | 25 | 8174 | .25 | 31 | 8540 | .50 | 35 |
| 4258 | .25 | 41 | 4426 | .75 | 45 | 4716 | .75 | 39 | 6155 | .75 | 25 | 8179 | .25 | 31 | 8541 | .75 | 35 |
| 4259 | .75 | 41 | 4427 | .75 | 45 | 4718 | .75 | 39 | 6185 | .75 | 25 | 8200 | .75 | 31 | 8542 | .75 | 35 |
| 4260 | .25 | 41 | 4428 | .75 | 45 | 4719 | .75 | 39 | 6195 | .50 | 25 | 8210 | .75 | 31 | 8551 | .75 | 35 |
| 4265 | .50 | 41 | 4429 | .75 | 45 | 4720 | .75 | 39 | 6265 | .75 | 25 | 8214 | .25 | 31 | 8553 | .75 | 35 |
| 4266 | .50 | 41 | 4430 | .75 | 45 | 4722 | .75 | 39 | 6300 | .75 | 25 | 8216 | .50 | 31 | 8554 | .75 | 35 |
| 4267 | .50 | 41 | 4431 | .75 | 45 | 5001 | .75 | 23 | 6303 | .25 | 25 | 8218 | .50 | 31 | 8555 | .50 | 35 |
| 4268 | .50 | 41 | 4432 | .75 | 45 | 5002 | .75 | 27 | 6377 | .25 | 25 | 8224 | .25 | 31 | 8557 | .75 | 35 |
| 4269 | .25 | 41 | 4447 | .50 | 45 | 5052 | .75 | 27 | 6378 | .50 | 25 | 8227 | .25 | 33 | 8570 | .75 | 35 |
| 4271 | .75 | 41 | 4448 | .50 | 45 | 5102 | .75 | 23 | 6380 | .75 | 25 | 8228 | .25 | 31 | 8573 | .75 | 35 |
| 4272 | .75 | 41 | 4449 | .75 | 45 | 5107 | .75 | 23 | 6381 | .75 | 25 | 8229 | .25 | 33 | 8574 | .75 | 35 |
| 4273 | .25 | 41 | 4453 | .75 | 45 | 5108 | .75 | 23 | 6382 | .75 | 25 | 8235 | .50 | 33 | 8575 | .75 | 35 |
| 4274 | .50 | 41 | 4454 | .75 | 45 | 5126 | .50 | 23 | 6399 | .25 | 25 | 8241 | .75 | 31 | 8588 | .50 | 35 |
| 4275 | .75 | 41 | 4455 | .75 | 45 | 5128 | .25 | 23 | 6403 | .25 | 25 | 8242 | .50 | 31 | 8589 | .50 | 35 |
| 4276 | .25 | 41 | 4456 | .25 | 45 | 5143 | .50 | 23 | 6405 | .50 | 25 | 8243 | .25 | 31 | 8665 | .50 | 35 |
| 4279 | .50 | 41 | 4463 | .75 | 45 | 5144 | .50 | 23 | 6406 | .25 | 25 | 8244 | .75 | 31 | 8666 | .75 | 35 |
| 4280 | .50 | 41 | 4464 | .75 | 45 | 5146 | .75 | 23 | 6407 | .50 | 25 | 8246 | .75 | 31 | 8700 | .75 | 35 |
| 4305 | .75 | 43 | 4465 | .50 | 45 | 5202 | .75 | 23 | 6412 | .25 | 25 | 8247 | .50 | 31 | 8701 | .75 | 35 |
| 4309 | .75 | 43 | 4466 | .75 | 45 | 5261 | .25 | 23 | 6440 | .25 | 25 | 8248 | .75 | 31 | | | |
| 4312 | .75 | 43 | 4467 | .25 | 45 | 5302 | .75 | 23 | 6443 | .50 | 25 | 8250 | .75 | 31 | 8703 | .50 | 35 |
| 4314 | .75 | 43 | 4511 | .75 | 47 | 5386 | .25 | 23 | 6444 | .75 | 25 | 8253 | .75 | 31 | 8704 | .75 | 35 |
| 4315 | .75 | 43 | 4512 | .75 | 47 | 5402 | .75 | 23 | 6447 | .75 | 25 | 8254 | .75 | 31 | 8710 | .75 | 35 |
| 4316 | .75 | 43 | 4513 | .75 | 47 | 5403 | .75 | 23 | 6448 | .25 | 25 | 8255 | .75 | 31 | 8802 | .75 | 27 |
| 4317 | .75 | 43 | 4514 | .75 | 47 | 5476 | .75 | 23 | 6449 | .75 | 25 | 8256 | .75 | 31 | 8822 | .50 | 35 |
| 4319 | .75 | 43 | 4516 | .75 | 47 | 5502 | .75 | 23 | 6450 | .75 | 25 | 8258 | .25 | 31 | 8833 | .25 | 35 |
| 4321 | .75 | 43 | 4517 | .75 | 47 | 5520 | .25 | 23 | 6460 | .75 | 25 | 8260 | .75 | 33 | 8841 | .25 | 35 |
| 4323 | .75 | 43 | 4518 | .75 | 47 | 5525 | .50 | 23 | 6462 | .50 | 25 | 8261 | .75 | 31 | 8851 | .50 | 27 |
| 4325 | .75 | 43 | 4540 | .50 | 47 | 5530 | .75 | 23 | 7002 | .75 | 27 | 8263 | .25 | 31 | 8860 | .75 | 35 |
| 4326 | .75 | 43 | 4541 | .50 | 47 | 5531 | .75 | 23 | 8002 | .75 | 27 | 8264 | .25 | 31 | 8881 | .25 | 35 |
| 4334 | .75 | 43 | 4543 | .50 | 47 | 5532 | .75 | 23 | 8051 | .75 | 29 | 8265 | .25 | 31 | 8995 | .75 | 35 |
| 4335 | .25 | 43 | 4544 | .75 | 47 | 5533 | .75 | 23 | 8068 | .25 | 29 | 8266 | .25 | 31 | 8996 | .75 | 35 |
| 4336 | .50 | 43 | 4546 | .75 | 47 | 5534 | .75 | 23 | 8074 | .75 | 29 | 8271 | .25 | 31 | 9000 | .75 | 27 |
| 4337 | .75 | 43 | 4603 | .75 | 47 | 5535 | .75 | 23 | 8075 | .75 | 29 | 8272 | .75 | 31 | 9007 | .25 | 35 |
| 4338 | .75 | 43 | 4604 | .75 | 47 | 5599 | .25 | 23 | 8076 | .25 | 29 | 8280 | .75 | 31 | 9008 | .50 | 35 |
| 4339 | .50 | 43 | 4605 | .75 | 47 | 5602 | .75 | 23 | 8085 | .25 | 29 | 8281 | .75 | 31 | 9050 | .50 | 35 |
| 4340 | .50 | 43 | 4606 | .75 | 47 | 5603 | .75 | 23 | 8094 | .75 | 29 | 8283 | .75 | 31 | 9102 | .75 | 27 |
| 4342 | .50 | 43 | 4607 | .75 | 47 | 5702 | .75 | 25 | 8095 | .75 | 29 | 8285 | .25 | 31 | 9103 | .50 | 35 |
| 4343 | .25 | 43 | 4608 | .75 | 47 | 5703 | .75 | 23 | 8102 | .75 | 29 | 8299 | .25 | 31 | 9104 | .50 | 35 |
| 4344 | .75 | 43 | 4624 | .75 | 47 | 5710 | .25 | 23 | 8105 | .75 | 29 | | | | 9196 | .50 | 27 |
| 4346 | .50 | 43 | 4625 | .75 | 47 | 5773 | .25 | 23 | 8120 | .75 | 29 | 8300 | .75 | 33 | | | |
| 4347 | .25 | 43 | 4626 | .75 | 47 | 5795 | .50 | 23 | 8124 | .50 | 29 | 8302 | .75 | 33 | 9302 | .75 | 27 |
| 4348 | .50 | 43 | 4627 | .75 | 47 | 5802 | .75 | 25 | 8142 | .75 | 29 | 8303 | .50 | 33 | 9370 | .75 | 35 |
| 4349 | .50 | 43 | 4628 | .75 | 47 | 5832 | .50 | 23 | 8145 | .75 | 29 | 8304 | .75 | 33 | 9372 | .75 | 35 |
| 4350 | .75 | 43 | 4629 | .75 | 47 | 5846 | .25 | 25 | 8146 | .75 | 29 | 8306 | .50 | 33 | 9373 | .75 | 35 |
| 4351 | .75 | 43 | 4638 | .75 | 47 | 5895 | .25 | 25 | 8147 | .75 | 29 | 8410 | .75 | 33 | 9375 | .75 | 35 |
| 4355 | .75 | 43 | 4639 | .75 | 47 | 5896 | .75 | 25 | 8148 | .75 | 29 | 8455 | .50 | 35 | 9380 | .75 | 35 |
| 4356 | .75 | 43 | 4640 | .50 | 47 | 5902 | .75 | 25 | 8151 | .75 | 29 | 8457 | .50 | 35 | 9381 | .25 | 35 |
| 4405 | .75 | 45 | 4641 | .50 | 47 | 5951 | .75 | 25 | 8152 | .75 | 29 | 8502 | .75 | 27 | 9382 | .75 | 35 |
| 4410 | .75 | 45 | 4645 | .50 | 47 | 5952 | .25 | 25 | 8153 | .25 | 29 | 8505 | .50 | 33 | 9385 | .25 | 35 |
| 4411 | .75 | 45 | 4647 | .25 | 47 | 5971 | .25 | 25 | 8155 | .75 | 29 | 8513 | .50 | 35 | 9400 | .75 | 27 |

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